The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4013 | 晚四廿月六年十三緒光 | FRIDAY, AUGUST 5, 1904. | 五拜禮 | 號五月八英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $16,500,00
Silver Reserve .....$ 6,500,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. | Hon. R. Shewan.
Hon. W. J. Gresson. | N. A. Siebs, Esq.
A. Haupt, Esq. | H. W. Slade, Esq.
H. Schubart, Esq. | E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,00
Paid up Capital .....£ 324,37

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Creasy Ewens, Esq. | Kwan Fong Kuk, Esq
J. Focke, Esq. | G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 2nd August, 1904. [B

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [2

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37=about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD $10,000,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904 [643

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	COROMANDEL ..... G. M. Montford, R.N.R.	About 11th August	Freight and Passage.
LONDON, &c.....	SIMLA..... ..... F. R. Summers.....	August 13th, Noon	*See Special Advertisement.*
SHANGHAI and KOBE..... (Passing through the Inland Sea).	FORMOSA ..... B. H. W. Snow.....	About 23rd August	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th August, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH-AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 17th August.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 21st December.
PRINZ HEINRICH	WEDNESDAY, 4th January, 1905.

ON WEDNESDAY, the 17th day of August, 1904, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 4th August, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,
MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are to be had in Hongkong from LANE, CRAWFORD & CO. ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.

REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced workmen under
SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1904. [38

ROSBACH,
A NATURAL MINERAL WATER.

BOTTLED AT THE SPRING, NEAR HAMBURG.

EMPRESS OF TABLE WATERS.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD,
Hongkong, 14th July, 1904 [42

Intimations.

All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.

BOVRIL

779]

TRADE MARK.

TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [778

PO CHEUNG & Co.,
昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [833

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900 [32

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

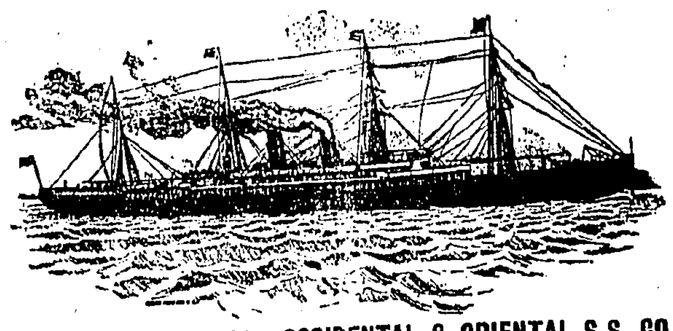
The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

27]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	...	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	"	...TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	"	...SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	"	...THURSDAY, 15th September, at Noon.
"DORIC"	4,784	"	...TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	"	...SATURDAY, 8th October, at Noon.
"COPTIC"	4,352	"	...
"AMERICA MARU"	6,300	"	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

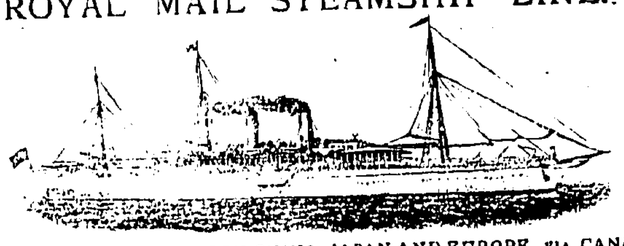
Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd August, 1904. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships--6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	...	WEDNESDAY, 10th August.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 24th August.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 21st September.
" "ATHENIAN"	2,440	"	WEDNESDAY, 12th October.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 19th October.
" "TARTAR"	4,425	"	WEDNESDAY, 2nd November.

" Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
" Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 5th August, 1904 [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NUBIA, Habel	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th August.	Freight.
BADENIA, Roerden	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th August.	Freight.
SPEZIA (ex BAMBERG), Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	27th August.	Freight.
ANDALUSIA, Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Sept.	Freight.
SAMBIA, Lüning	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight.
SCANDIA (ex KONIGSBERG), Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October.	Freight and Passengers.
SUEVIA, von Döhren	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings. [6

Hongkong, 4th August, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [892

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [58

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain	R. D. Thomas.
" "POWAN,"	2,338 "	"	G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	"	W. A. Valentine.
" "HANKOW,"	3,073 "	"	B. Branch.
" "KINSHAN,"	2,860 "	"	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain	J. Willox.
" "NANNING,"	569 "	"	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD. [13

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

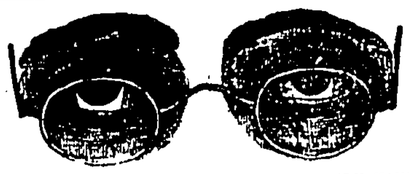
The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 2nd August, 1904. [14

Intimations.



IF YOU HAVE A HEADACHE DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903 [785

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

50

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 15th December, 1903. [804

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

I BEG to inform the public that I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12th September, 1903. [784

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

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Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

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The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

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Telephone: Works, No. 506; General, No. 376.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS, AND GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*)	$0.80	per lb.
EYSSEN CHEESE in Tins	0.75	the tin.
GOUDA CHEESE (Edam)	1.60	each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE	Per Bottle	$1.50
CHERRIES " "	" "	1.50
ASSORTED FRUIT " "	" "	1.50
CHERRIES IN BRANDY	" "	1.75
APRICOTS " "	" "	1.75
PLUMS " "	" "	1.75

CRYSTALLIZED FRUIT of the First Quality at $1.50 the Box of 1 lb.

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In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904. [707

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road—half-an-hour by rickshaw.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, 28th July, 1904. [881

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [20

GO TO THE

KOWLOON HOTEL

KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

11

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1903. 31

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	...	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	"	...TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	"	...SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	"	...THURSDAY, 15th September, at Noon.
"DORIC"	4,784	"	...TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	"	...SATURDAY, 8th October, at Noon.
"COPTIC"	4,352	"	...
"AMERICA MARU"	6,300	"	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

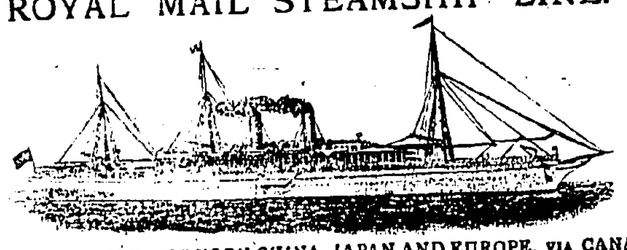
Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent. [1

Hongkong, 3rd August, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	.....	WEDNESDAY, 10th August.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 24th August.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 21st September.
" "ATHENIAN"	2,440	"	WEDNESDAY, 12th October.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 19th October.
" "TARTAR"	4,425	"	WEDNESDAY, 2nd November.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, *Pedder's Street.* [10

Hongkong, 5th August, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NUBIA, Habel	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th August.	Freight.
BADENIA, Roerden	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th August.	Freight.
SPEZIA (ex BAMBERG), Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	27th August.	Freight.
ANDALUSIA, Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Sept.	Freight.
SAMBIA, Lüning	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight.
SCANDIA (ex KONIGSBERG), Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October.	Freight and Passengers.
SUEVIA, von Döhren	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings. [6

Hongkong, 4th August, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [893

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [18

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	.....	Captain R. D. Thomas.
" "POWAN,"	2,338 "	.....	" G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	.....	" W. A. Valentine.
" "HANKOW,"	3,073 "	.....	" B. Branch.
" "KINSHAN,"	2,860 "	.....	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	.....	Captain J. Willox.
" "NANNING,"	569 "	.....	" C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD. [13

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP...	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS ...	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

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ASSORTED FRUIT " "	.....	" "	1.50
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APRICOTS " "	.....	" "	1.75
PLUMS " "	.....	" "	1.75

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Hongkong, 16th July, 1904. [707

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METROPOLE HOTEL.

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Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, 28th July, 1904. [881

THE CONNAUGHT HOUSE,

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A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

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Hongkong, 1st November, 1902. [20

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KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

33]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1903. [1

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 26th July, 1904. [873

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [889

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [890

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depôt, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of August, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Ho Mun Tin, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 1,157.	Near Kowloon Farm Lot No. 2, Ho Man Tin.	186'	226' 9"	337'	475'	73,080	672	21,024

Hongkong, 30th July, 1904. [891

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 24th August, 1904, at 3 P.M.,
at their
Sales Rooms, No. 8, Des Vœux Road,
(Corner of Ice House Street),

THE British Screw Steamer "HOICHING,"

Built in London in 1879, Length over all 175 feet, Breadth 26½ feet, Depth 14 feet, Gross Tonnage 500, H. P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working Pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS:—As usual.

For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th August, 1904. [910

To Let.

TO LET.

6, SEYMOUR TERRACE, 4-room House and side verandahs. $100 and Taxes.

Apply to—
"CHEAP,"
C/o this Paper.

Hongkong, 4th August, 1904. [908

TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to —
OMER CASSAM MOOSA,
49, Rua Central,
Macao.

4th August, 1904. [909

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th July, 1904. [883

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.
No. 19, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
No. 1, CLIFTON GARDENS.
OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th July, 1904. 879

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.
Apply to—
JEBSEN & Co.

Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49

REGULATIONS FOR THE REGISTRATION OF COMPANIES.

This Memorial is reverently submitted to propose the adoption of Regulations for the Registration of Companies, to be enforced experimentally, and with it is respectfully presented a copy of the proposed Regulations, for all of which we humbly pray the examination of Your Imperial Majesties.

Our Board (the Board of Commerce) on the 5th of the Twelfth Moon, XXIX Year of Kuanghsu (Jan. 21, 1904) submitted in a memorial a collection of ordinances relating to trade and corporations, which we requested might be published and put into operation, and in reply we received an Edict, saying:—"Let it be as proposed. Reverently obey." All of which is a matter of record.

The 22nd Article * of the Laws Regarding Companies provides that:—

"All companies already established, together with such as may hereafter be established, as well as all associations, factories, hongs, firms, shops, and stores, may apply for registration at the Board of Commerce so that they may alike enjoy the benefits of protection."

Of the Commercial Laws compiled by this Board those relating to Companies are of the first importance. Whenever a company, association, or factory, obtained registration at our Board the benefits to be conferred and which ought to be secure dare such as will follow upon the removal of the long standing evils of disorganization, and the want of co-operation between officials and merchants, the result of which will be that trade will daily make the most rapid advancement. Although the laws relating to companies have now been in operation but a short time, already there has been a constant succession of applications made both by foreign and Chinese merchants for registration at this Board. It becomes very important therefore that regulation of the sort now submitted be adopted to determine the method of procedure, so that merchants may be enabled to obtain a certificate as evidence and secure a standard to observe; and that this Board, having the facts reported by each merchant to go by, may have a means of really extending protection. (Method and system are required in all things), even if one would shake out a fur robe, he must take it by the collar. After the adoption of such regulations, this Board will be able to some extent to inquire from time to time into the reports of commercial prosperity or decline as well as investigate the observance or non-observance of the commercial laws by the various companies, associations and factories, and when occasion shall require, to give assistance.

We, Your Ministers with due reverence for Your Majesties, have directed the Secretaries to investigate the matter, weighing the conditions in China and in other countries and we now propose a set of 18 Regulations for the Registration of Companies, a copy of which we have had prepared and now submit to Your Majesties' inspection. If we shall receive an Edict approving them, it will become the duty of this Board to publish them and circulate them throughout all the provinces for observance, as well as to communicate them to the Board of Foreign Affairs, to be transmitted in despatches to the various Ministers of Foreign Countries resident in Peking, that they may place them on file, and at the same time it will be our duty to select officers to have charge of the matter and be especially responsible for its management.

As to these Regulations submitted, we propose to ask that they be first put into operation experimentally, and should there happen to be any places requiring amendment or change, it will be necessary from time to time to take such changes into consideration and decide upon them, in the hope that the Regulations may become entirely satisfactory. It thus becomes our duty to reverently submit this Memorial, setting forth the circumstances connected with preparation of these Regulations for the Registration of Companies, as proposed for experimental operation, praying Your Imperial Majesty, the Empress Dowager, and Your Imperial Majesty, the Emperor, to examine the same and issue instructions. Reverently presented on 2nd of Fifth Moon, XXX Year of Kuanghsu. (June 15th, 1904) Edict received the same day: "Let it be as proposed. Respect this."

EIGHTEEN REGULATIONS FOR THE REGISTRATION OF COMPANIES, PROPOSED FOR EXPERIMENTAL OPERATION AND SO APPROVED BY THE THRONE.

1.—On the fifth of the twelfth moon, in the XXIX year of Kuang-hsu (Jan. 21st, 1904, this Board submitted in a memorial a section of the Commercial Laws relating to Companies, for whose experimental operation the Imperial approval was received, as the records will show. All merchants engaged in business may, as the Law provides, make application to this Board for registration, stating clearly to which of the four classes of companies their enterprise may belong; i.e. whether it may be a Co-partnership, a Limited Co-partnership, a Joint Stock Company, or a Joint Stock Company, Limited, and no matter whether it be a company, association, factory, hong, firm, shop or store, already established or to be established hereafter, having once been registered, they may all alike enjoy the benefits of protection; and these Regulations for Registration are now especially arranged to determine hereafter the method of procedure in connection therewith.

2.—A Bureau of Registration will be established by this Board which will also select pure, upright, intelligent, and capable officers to have especial charge of the matter of registering companies, and will keep at the said Bureau a record of the registration of companies, classified according to their kind, and enter in such record without commission all the details provided for in the Laws relating to Companies.

3.—The facts which must be stated in all applications from Companies for registration are as follows:—(Associations, factories, hongs, firms, shops, and stores are all included under the term "Companies" and must observe these requirements).

(a) Name of the Company, (b) Sort of Business in which the Company is engaged, (c) Company Limited or Unlimited, (d) Number of Partners, their surnames and personal names and their residences, (e) Total amount of Capital (this refers to Limited Liability Companies), (f) Total number of shares in the Company, (g) Nominal value of each Share in Taels or Dollars, (h) Amount paid up on each Share, (i) Names and addresses of Founders and Examiners, (j) Location of Head Office of the Company, Branch Offices, if any, to be mentioned also, (k) Method of notifying shareholders and the public after the establishment of the Company, whether by advertisement in a newspaper, or letter, (l) Date of the establishment of the Company, (m) Business to be conducted for what term of years (even if no limit is determined upon, the fact must be stated), (n) Copies must be presented of the Articles of Agreement, and the Rules and Regulations.—*Shanghai Mercury.*

* A typographic error. The Article referred to is No. 23.

THE FIGHTING AT MOTIENLING.

GENERAL KUROKI'S REPORT.

From the detailed report of General Kuroki on the recent fighting in the vicinity of Motien Pass, it appears that the Japanese resumed the pursuit of the Russian forces which attacked the Japanese positions on the previous day. The second attack, however, was not made by the Russians, as unofficially reported. General Kuroki reports:—

"A column of the Army Corps dispatched a body of infantry to check the Russian forces consisting of infantry and cavalry, which were taking possession of a position in the direction of Shotenshi, west of Kansho, which is fifty miles north-east of Motien Pass. The main body of the column reached Santanshi on the 18th ult. It was found that a Russian force, the strength of which was unknown, was taking a position in the vicinity of Saikayen to the west of Motien Pass. At about 4.30 p.m. the enemy appeared to be retreating, and our advance guard, consisting of one battalion, went forward to reconnoitre, when the enemy, consisting of about two battalions of infantry with eight guns, challenged the advance, and our battalion was hard pressed. In the ensuing fight one of our companies lost all their officers either in killed or wounded. Our advance post and a battalion from another regiment joined in the fighting at 6.30 p.m. The enemy held out till sunset, and the night was spent under arms. During the fighting the Russians took the offensive twice, but were repulsed.

"The enemy in the vicinity of Saikayen were fortifying their positions on elevations 20 to 100 metres high at the entrance to a narrow pass having full command of the field. Here very strong defence works were made. The left flank of the enemy was protected by a steep hill almost impassable near the Sai river, while the right flank could not be engaged until a high peak had been crossed by way of Yobokuka, some distance away.

"The main body of our column began the movement at midnight on Monday. Our artillery took up positions in the valley of Kobyoshi and on a hill to the south thereof, while the main force marched forward. A flying detachment advanced to the right flank of the enemy, and another detachment occupied Laomo Pass and guarded against a surprise from the enemy in the direction of Honkeiko. An artillery duel was opened at 5 a.m. on the 19th, the enemy responding with 32 guns, and a very heavy fire was continued until past 9 a.m., at which time the firing became less severe.

"A detachment marched to the right flank of the enemy, and advanced by crossing steep hills, reaching their destination at about 3 p.m., while another detachment sent from another column appeared there at the same time. The main force of the column now took the offensive, and the artillery assisted the advance with a heavy fire. A most stubborn stand was made by the enemy against our main force, which had a hard task. The detachments on the right flank also fought vigorously, and the fighting on that side was very desperate. By 5.35 p.m., however, the main body succeeded in occupying the enemy's position, and the detachments on the right flank intercepted the enemy's retreat, with the result that shortly after 8 p.m. the whole of the district in the neighbourhood of Saikayen was occupied by our army.

"The force of the enemy consisted of four battalions of the Thirty-fourth Infantry, three battalions of the Thirty-sixth, and a regiment of Cossacks with 32 guns, under the command of a Lieutenant-General. The main force retreated in disorder, one part in the direction of Anping, and another part northwards.

"Our casualties in these actions are Artillery Ensign Kono and 54 of the rank and file killed, and Major Okamura, Major Hiraoka, and 14 other officers, together with 351 of the rank and file, wounded.

"Particulars of the Russian casualties are unknown, but up to 10 a.m. on the 20th 40 dead bodies were picked up and buried by our forces, and two officers and 45 of the rank and file were taken prisoners. The casualty list is still increasing. According to the Russians taken prisoners and others, their losses appear to be no less than 1,000 in killed and wounded."

A later dispatch from General Kuroki states that a detachment sent on the 19th to attack the Russian forces, a battalion of infantry and a thousand cavalry, which were fortifying a position at Chochapao, about 5 miles south of Shotenshi, drove them to the right bank of the Taitse River after desperate fighting, which lasted four hours and a half. The Japanese casualties in this battle were 17 men wounded.

Another dispatch announces that in the battle at Saikayen the officer in command of the Russian Thirtieth Infantry Regiment was wounded. During the 20th 151 bodies of the Russian killed were picked up on the field and interred by the Japanese. The trophies falling into the latter's hands were three cartloads of ammunition and 300 rifles, in addition to considerable quantities of clothing and other things. The killed and wounded carried away by the Russians exceeded a thousand.

The total Japanese casualties in the two days' fighting, Monday and Tuesday, were:—

Killed—Major Hiraoka, Ensign Kono, and 68 rank and file.

Wounded—Major Muraoka, a Surgeon, and 14 other officers, and 414 rank and file.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10½
Do. demand	1/10 3/16
Do. 4 months' sight	1/10⅝
France—Bank T.T.	2.32½
America—Bank T.T.	44½
Germany—Bank T.T.	1.88½
India T.T.	138
Do. demand	138½
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	90½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	111

Buying.

4 months' sight L/C.	1/10⅛
6 months' sight L/C.	1/10⅜
30 days' sight San Francisco & New York	45½
4 months' sight do.	46½
30 days' sight Sydney and Melbourne	1/10½
4 months' sight Francs	2.36½
6 months' sight "	2.38
4 months' sight Germany	1.93
Bar Silver	26 15/16
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows —

		Per chest
Malwa New	@	980/1,040
" Old	@	1,060/1,120
" Older	@	1,150/1,200
" Oldest	@	1,220/1,280
Patna New	@	1,182½
Benares New	@	1,162½
Persian (Paper)	@	840/890

Entertainment.

METROPOLE THEATRE.
METROPOLE HOTEL.
Sole Proprietor.....Mr. JAS. CHRISTIE.
TO-MORROW NIGHT, August 6th.
GREAT SUCCESS OF OUR MINSTREL First Part.
Each Item a Hit.
NEW SONGS, DANCES AND GAGS.
THE LAUGHABLE FARCE
RAZOR JIM.
Rickshas held till conclusion of Performance.
Overture 8.15 p.m. Performance 9.15.
Prices... ... ...$2 and $1.

Hongkong, 5th August, 1904. [907

Intimations.

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM

$365 TO $850.

NEW CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT IRON GRAND AND A PIANO PLAYER FOR $825. CASH OR CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE

ROBINSON PIANO Co., Ld.

Hongkong, 3rd August, 1904. [39

LADY, (Married), requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bar.

Apply—
"BOX,"
C/o This Paper.

Hongkong, 15th July, 1904. [840

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1905. [52

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to
HUGHES & HOUGH,
8, Des Vœux Road.

Hongkong, 27th June, 1904. [769

GREEN ISLAND CEMENT COMPANY, LIMITED.

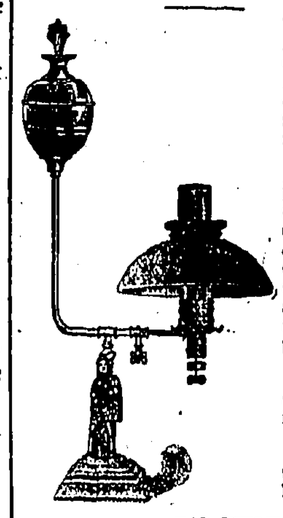
PORTLAND CEMENT.

In Casks of 375 lbs. net $5 per Cask ex Factory.
In Bags of 250 lbs. net $3 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1904. [783

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31

THE WINE GROWERS SUPPLY CO.

W G S Co. TRADE MARK

BARRETTO & Co.,
General Agents, Hongkong.

HOCKS AND MOSELLES.

	Per Case. 1 doz. qts.	Per Case. 2 doz. pts.
Rudesheimer 1900	$17.00	$19.00
Uerziger 1900	18.00	20.00
Rudesheimer Engerweg 1897	18.00	20.00
Johannisberger 1897	22.00	24.00
Zeltingerburg 1900	24.00	26.00

CLARETS.

	Per Case. 1 doz. qts.
St. George	$4.00
Cru Wynbron	4.50
Côtes	5.00
Montferrand	5.50
Medoc	6.00
St. Emilion	6.00
St. Estephe	6.50
St. Julien	7.50

SPANISH CLARET.

Bottled by La Compania Vinicola del Norte de España, Bilbao.

	Per Case. 1 doz. qts.
Rioja Clarete	$12.00

JAPANESE BEER,

"KABUTO" BRAND.

Per Case 4 doz. qts. $10.50
" " 8 doz. pts. $12.00

HIRANO WATER,

"PEACOCK" BRAND.

Per Case 4 doz. pts. $5.50

Hongkong, 5th August, 1904. [781

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five Cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 5, 1904.

THE SITUATION IN SIAM.

The war between Russia and Japan has an overwhelming interest to Siam, and a significant importance attaches itself to the results. In the throes of a struggle to preserve her integrity Siam naturally turns to her friends for support, and Japan has in a practical way proclaimed an intention to be counted among the first. The overtures in this direction were warmly reciprocated by the Siamese people as a whole, and the recent appointment to a high position in the Government of a Japanese official was received with undisguised satisfaction. The latent agricultural resources of Siam are peculiarly suited to Japanese exploitation and the Mikado's men were not slow to realise that the advantage of the understanding to Siam would be easily counterbalanced by the value of a new field for enterprise. The terms of agreement between the two countries were barely complete, before the Japanese brought into what promises to become to them "a sphere of influence," the same restless energy that has characterised their march into the front ranks of civilization. Emissaries of their Government traversed the whole of the cultivated portion of the rich Menam valley and penetrated to the very boundaries of Siam. Reliable reports show that their activity was resented by at least two of the Powers that pretend to participate in the preservation of the empire, and in one case a strong protest was lodged against the action of the Siamese Government in openly encouraging their new ally. Siam, however, true to the doctrine of her last general adviser, the late M. Rolin Jacquesmyns, ignored the protest, and persevered in the belief that her preservation lies in the encouragement of varied vested interests. The outbreak of war has for the nonce prevented Japan from pursuing her obvious intentions and Siam, therefore, watches each development in the north with an interest added to by the unsettled state of affairs between France, the ally of Russia, and themselves. The downfall of Port Arthur will to a very material extent determine the war, and victory must be accredited to the Japanese. Whether the war is carried further inland or not makes little difference to the position Japan will occupy among the great Powers of the world, and the Siamese know full well that her right to assert equal claims with other nations will not be questioned. Great Britain finds it difficult owing to the Anglo-French Convention of 1896 to assist in the settlement of the long-standing dispute between the latter country and Siam. Under this agreement France and Great Britain agree to keep armed forces from a stipulated portion of Siam, although they reserve to themselves the right to take any action on which the two Powers may agree to uphold the independence of the Kingdom. Unfortunately for Siam a large territory, including the important provinces of Chantabun and Battambong, lies outside the protected zone and borders on French territory, the boundaries of which have been the cause of so much fruitful discussion. Japanese intentions must at best be a matter of conjecture, but their influence in Siam promises to be important enough to seriously attract attention of the latter's neighbour, whose intense military activity in Indo-China in the latter part of last year and just before the outbreak of hostilities in the north could not possibly be intended as a demonstration against Siam alone. A general belief exists that Japan will not be content to rest on her laurels from the north; but to what extent her ambitions will run remains to be seen. The activity reported from an opposition Minister's headquarters at Bangkok indicates plainly that, as far as Siam is concerned, the Japanese will have a renowned diplomatic influence to contend with. This, however, will deter them but little, if they finally decide to take advantage of opportunities presented there. It may be only a coincidence that the Russian and Japanese Legations at the capital of Siam vie conspicuously with each other in a public and social sense, yet such is the case.

LOCAL AND GENERAL.

THE plague return for the day show three cases, two of which ended fatally.

THE coolie emigrant ship *Ascot*, is expected to leave for Taku to-morrow.

H.M.S. *Eclipse*, with her paying off pennant bravely flying, leaves for home to-morrow morning.

TWO Chinamen, charged before Mr. Gompertz, at the Police Court, this morning, with being in unlawful possession of opium were fined in one case $20 and in the second $3.

A CHARGE of bribery was brought this morning against two public servants, both Chinese. One is a telephone clerk and the other a messenger in the Western District. Mr. Kemp remanded the prisoners in custody till Friday next.

AT the Magistracy this morning before Mr. Gompertz, a youthful coolie was charged with the attempted theft of a gold ring, the property of the proprietor of the Main Hotel, Des Vœux Road. The accused who was employed at the Hotel was discharged for lack of evidence.

THE following *post-scriptum* to a letter received by a correspondent from a local friend is significant:—"I will refund you the amount of postage when I see you. The only safe way, I find, if you really want the Hongkong Post Office to deliver your letters promptly is not to pre-pay them!"

A CHINESE messenger in the Naval Yard was sent to prison for three months with hard labour by Mr. Gompertz this morning on a charge of stealing Government clothing. The Chief Engineer gave the prisoner some old clothes and while taking them away it was found that he had wrapped up in the bundle two suits of canvas overalls such as are worn on entering boilers.

Now that we have in Hongkong a regularly-running electric tramway service, the following, from an exchange, should be of special interest, particularly to the Sanitary Department:—An Italian scientist claims to have established the fact that electric tramways are great media in the disinfection of towns. He points out that the electric spark, which is so frequent an occurrence to the overhead trolly, and the emission of light from the car wheel when the rail is used for the return current, transforms the oxygen of the air into ozone. The high discharges, he says, are frequent enough to influence greatly the atmospheric constituents, especially where the line passes through narrow thoroughfares. They become antiseptic agents.

RICHARD Hamilton a gentleman of colour, described as a pianist, was before Mr. Gompertz this morning charged with using insulting language to a man named Sternberg, the proprietor of the International Hotel. The prosecutor had occasion to complain of the prisoner absenting himself from duty as pianist at the saloon in question whereupon Hamilton struck him in the chest and used bad language. He challenged the prosecutor to a stand up fight, but the latter with the caution of his race declined the combat. Prisoner stoutly denied the charge and alleged that Sternberg attempted to kick him in a vital part. He had been pianist in the same house for six years, but his contract was now up and the prosecutor was doing all he could to injure him. His Worship imposed a fine of $5.

THE "S. S. HIPSANG."

FOREIGN AND NATIVE CREW SAFE.

We are informed by Messrs. Jardine, Matheson and Co., general managers of the I.C.S.N. Co., that they have to-day received a telegram from Shanghai as follow:—

Hipsang all foreigners arrived in Chefoo (from Port Arthur) this afternoon (4th inst). Chinese crew expected to-morrow.

EUROPEAN COMMITS SUICIDE

NEAR QUARRY BAY.

Apparently without any means of subsistence or a prospect of obtaining employment a European, who seems to have recently arrived in the Colony, terminated his existence by committing suicide near Quarry Bay at a late hour last night or early this morning. From inquiries made by a representative of this paper it would seem that yesterday evening a middle-aged man dressed in a dark tweed suit, with a red-striped shirt, called at the Soldiers and Sailor's Home and, paying $4, engaged a bed for the night. He then went out, and nothing further appears to have been heard of him until this morning when, at about three o'clock, a constable from the Shaukiwan station, came across his dead body, lying on the new road near the Taikoo shipbuilding yard. At first it was thought that the man was intoxicated, but examination revealed the fact that deceased's wrist had been cut while a gash was seen in the throat. The news was at once sent on to the police station, and later in the morning the body was removed to the Government Mortuary. It is thought that the man first severed an artery in his arm with the intention of bleeding to death, and after losing a considerable quantity of blood attempted to cut his throat, but being too weak was only able to inflict a nasty gash below the ear. We believe that a pawn-ticket and the receipt for the money paid for the night's lodging was all that was found upon the body.

SIR MATTHEW AND HIS LEVEE.

A BRILLIANT FUNCTION

AT GOVERNMENT HOUSE.

In itself the Levée at Government House this afternoon was of more than usual interest by reason of the fact that it was H.E. Sir Matthew Nathan's first opportunity of meeting many of the citizens of Victoria since his arrival in the Colony a week ago. The number of general presentations was far above the average, but by reason of the absence of the Fleet in northern waters the private *entrée* was somewhat smaller than usual. Nevertheless, there was a large gathering of military officials who, with the members of the Executive and Legislative Councils, Bishop Hoare, the Chief Justice, the Puisne Judge, the heads of Government Departments, Consuls-General, and Consuls of Foreign Powers, attended the *entrée* fifteen minutes before four o'clock. The levée was held in the ball room, and the presentations were made by His Excellency's *aide-de-camp*, Lieutenant W. Arbuthnot-Leslie, 2nd Scots Guards, with whom was Capt. E. S. Ward, *aide-de-camp* to H.E. Major-General Villiers Hatton, C.B. By the side of the Governor stood the General Officer Commanding in South China, the Chief Justice, Bishop Hoare, Hon. F. H. May, C.M.G., Mr. R. A. B. Ponsonby (private secretary), and others

Following is a list of the residents who have presented themselves at Government House. It is far from being complete, but it is all that was possible for us to compile within the limited time at our disposal this afternoon. The list will be completed in our next issue.

Sir W. Meigh Goodman, Chief Justice, Sr. Z. Volpicelli, Italian Consul, H. Hamman, Belgian Consul, M. Gaston Liebert, French Consul, Mr. A. P. Marty, Spanish Consul, Sir Henry Berkeley, Attorney-General, S. B. C. Ross, Dr. J. M. Atkinson, T. Sercombe Smith, Puisne Judge, Wilfred W. Pearce, Ahmet Rumjahn, Hon. Gershom Stewart, J. R. M. Smith, Major Caulfield, Major W. Oliver Mosse, Dr. G. W. Bateson-Wright, Major A. C. Pointer, R.E., Major G. Le Breton Simmons, R.E., A. G. Romano, Hon. Capt. Barnes Lawrence, R.N., P. P. J. Wodehouse, A.S.P., Major-General Villiers Hatton, Commodore H. Dicken, Mr. C. E. Batt, R.N., Mr. Bowdler, The Right Rev. L. M. Fiazzoli, Rev. P. M. de Maria, J. C. Peter, Hon. F. H. May, Major Doppen Heppenstal, R.E., The Right Rev. J. L. Hoare, Bishop of Victoria, Rev. F. Icely, Rev. F. T. Johnson, J. Dyer Ball, L. A. M. Johnston, F. J. Badeley, Captain Superintendent of Police, E. R. Halifax, Dep. Superintendent of Police, C. D. Melbourne, J. Scott Harston, H. E. J. Gompertz, A. W. Brewin, W. J. Gresson, W. A. Cruickshank, Lt.-Colonel W. S. Birdwood, Major A. A. Chichester, Hon. Basil Taylor, J. R. Wood, A. G. M. Fletcher, C. Clementi, Lt.-Colonel F. E. Kent, Major J. W. Ormiston, R.A., Capt. G. H. Nugent, R.A., Capt. F. S. Butcher, W. R. Bolster, R.G.A., Colonel W. S. Webb, R.A.M.C., Major P. Strickland, Mr. B. S. Morgan, Mr. James M. Beck, Major M. R. Hurley, Captain E. S. Ward, Second Lieutenant T. O. Acry, Major A. B. Hamilton, Mr. G. C. Cooper, Captain J. O'B. Seaton, Captain H. C. Hill, Captain A. G. M. Hogg, Captain H. C. Steen, Mr. A. H. Rennie, Capt. H. A. Carleta, Mr. T. W. Pearce, Mr. C. H. Gale, Lieut. C. H. Mowbray, Lieut.-Col. Bunny, Mr. Arthur Chapman, D. A. Menocal, Major H. A. Pratt, Hon. P. N. W. Jones, Dr. Koch, J. H. Kemp, Rev. E. Hardy, Dr. O. Marriott, Mr. A. G. Newington, G. T. Veitch, E. R. Anton, John Barton, J. Johnstone, Mr. John Hastings, Mr. G. N. Orme, Major G. A. French, Captain E. C. L. FitzWilliams, Major Pritchard, Lieut. J. C. N. Doran, Mr. A. J. Suter, Mr. G. Cummings, Captain L. M. Stephen, Mr. E. P. Moss, R.A.M.C., Major S. R. Steven, Captain W. H. Simpson, Lieut. F. L. Dyer, Mr. G. B. Macdonald, Major Ransom, Capt. Moddvell, Lt.-Col. Watts, Mr. R. S. Popham, Captain H. S. Rennell, Mr. H. C. Napier, Mr. M. Hodgson, Captain T. H. M. Green, Captain T. J. Radford, Mr. G. L. H. Manby, Mr. R. N. Foster, Mr. C. H. Dombell, Mr. G. U. Rollin, Mr. R. Mr. L. Dutton, Captain C. M. F. Watkins, Mr. E. H. Carpenter, Captain T. M. Wakefield, Mr. D. R. Davidson, Mr. H. E. Pollock, K.C., Mr. G. E. Woodward, Mr. A. R. Walker, Mr. E. Burd, Rev. C. H. Hickling, Mr. C. Hickling, Mr. E. Miles, R. A. Mr. H. Macfarlane, Captain R. H. Stokes, Mr. B. J. Birbeck, Mr. A. W. Grant, Mr. Edward Irving, Mr. Layton, Mr. E. A. Hewett, Mr. David Wood, Dr. Ho Kai, Wee Loog Shan, S. T. Dunn, H. E. Vaughan, D. Jaffe S. W. Tso, Wu Wah Lun, Tay Lau Chuen, Lau Chu Pak, Cheong Sy Kai, Mr. C. H. Grace, Mr S. T. Wanborn, Mr. A. G. Stokes, Wei Wah Lun, Wei On, Li Pak, Mr. Herbert, Mr. B. James, Captain Boyd, Ho Tung, Ho Fook, Lo Cheung Ip, Lo Cheung Shiu, Ho Wing Chue, Sin Ki, Mr. F. E. Boulton, Hon. Sir C. P. Chater, Hon. Robt Shewan, D. Macdonald, E. Goetz, Mr. Douglas Craddock, Mr. C. M. Messer, Mr. W. A. Moore, Captain Parker, Captain P. G. Davies, Captain D. F. Tulloch, Captain Kendal Buste, R.A., Mr. W. F. Lumsden, R.G.A., Mr. H. W. Smith, Mr. Thos. E. Cocker, Mr. J. R. Brazer, Major C. S. Sparkes, R.A.M.C., Mr. O. R. Wilman, R.G.H., Major F. W. Bryan, Major Benson, Mr. J. J. Leiria, Yun Hin Pong, Mr. E. S. Kadoorie, Mr. E. Robinson, Mr. H. Pinkney, Mr. Ho Kom Tong, Wong Kam Fuk, Mr. A. Forbes, Mr. A. G. Wood, Mr. A. Bryce, F. F. Bovett, Mr. A. Babington, Mr. G. H. Potts, Mr. C. Chater, Mr. Melchers, Mr. Cowan, Mr. J. H. Swan, Mr. J. Rodgers, Mr. A. Seth, Mr. J. W. Lee-Jones, Commander G. W. W. Davis, R.N., Mr. A. C. Framblew, Mr. F. B. L. Bowley, Mr. C. Pemberton, Mr. J. A. Jupp, Mr. E. A. Bonner, T. F. Hough, Mr. A. R. Fullerton, Mr. James Whittall, Mr. J. Orange, Mr. G. Murray Bain, Mr. A. Shelton Hooper, Mr. Trenchard Davis, Mr. Niedhart, Deputy Inspector General Gimlette, Surg. L. Darinell, R.N., Captain F. F. Johnson, R.A., Mr. C. St. J. Staple, A.O.D., St. J. Embleton, A.O.D., Mr. E. Rogers, Mr. C. H. L. Chesall, Mr. W. H. Donald, Ed. Shellim, Mr. H. W. Caxton, F. B. Olds, Mr. A. D. Shortridge, Mr. C. C. Yates, Mr. F. R. Whyte, R.A., Mr. C. E. Beavis, J. F. Brenan, Mr. D. Padsey, R.A., Mr. R. Chatterton Wilcox, Mr. A. J. Raymond, Dr. J. Bell, Mr. Arthur Williams, Mr. E. A. Ormiston, Mr. N. J. Stabb, Mr. H. W. Fraser, Mr. C. W. May, Mr. H. P. White, Mr. E. W. Mitchell, Mr. Craddock, Mr. D. R. Law, Mr. A. Rennie, Mr. E. Grist, Mr. J. Wilkinson, Mr. W. Goetz, Mr. O. Ordish, Mr. Ross Taylor, H. Hursthouse, P. Pester, Mr. H. A. Makintyre, R. Radfield, F. A. Wender, R. Hancock, Mr. H. Rutherford, Mr. G. Somerville, Mr. H. W. Bird, Mr. G.C.C. Master, Mr John Hays, Mr. M. J. D. Stephens, Mr. A. Mackenzie, Mr. C. Montague Ede, Mr. H. Humphreys, Mr. A. G. Ward, Dr. R. M. Gibson, Mr. S. Powell, Mr. H. Gaskell, R.E., Eng.-Lieut. A. R. Grant, Mr. E. A. Snewin, Mr. A. Marnham and Mr. Little.

THE STRIKE AT CANTON.

OPIUM RETURNED TO HONGKONG.

(*From Our Own Correspondent.*)

Canton, 5th August.

The strike continues, and shipping is at a standstill. The B. and S. steamer *Whampoa*, from Shanghai, the *Shawhsing* from Chinkiang and the J. M. & Co's. s.s. *Chowang* from Shanghai are lying in the anchorage unable to get lighters. Some apprehension is felt owing to several salt boats being blocked in the Fati Creek on their way from Fatshan, it being mooted that the Salt Commissioner's cruisers may attempt to proceed up creek to tow them down. At the time of writing the situation is very grave, and although in my letter of yesterday I stated that when I visited Fati all seemed quiet and the Customs were doing their best to prevent rupture, the absence of all carrying craft on the river and their congregation at one spot is very ominous. Opium imported to-day was carried back to Hongkong.

SHIPS' CARGOES RETURN UNBROKEN.

A representative of this paper gleaned the following information this morning:—The water front along by the Canton Wharves is presenting quite a Sunday appearance, as all the steamers are lying idle, which may also be said of countless numbers of lighters loaded with goods for that port, but for which there are no steamers available. All the boats left here on Wednesday night loaded up for Canton have returned, bringing back the same cargo, having been unable to discharge it on account of the boatmen having gone on strike. Up to last evening, when the steamers left on their return to Hongkong, sampans were plying for passenger traffic as usual, but it was stated that they would go on strike to-day. Thus the shipping business between the two ports is entirely disorganized at both ends, and appears likely to remain so indefinitely, as the boatmen in Canton stubbornly refuse to work, until all they ask for is granted. The cause of this trouble is the imposition of a boat-tax, which the boatmen declare is oppressive and objectionable. When the Viceroy decided to obey the mandate from Peking to take the field himself against the rebels, and finding himself in need of funds for the purpose, he instructed the Governor of Kwangsi Province to levy a tax on boats. This was to be assessed at 20 cents per cubic foot (English measurement). This tax, of course was farmed out to a syndicate which at once essayed to collect the tax on a basis of 20 cents per 6 cubic inches. But this was too much "squeeze pidgin" for the boatmen, who at once refused to pay, and when the tax-farmer tried to enforce payment, with one consent the boatmen went on strike, refusing, to a man, either to load or unload any cargo. Thus no cargo is being brought here from Canton, except by the Hongkong, Canton Shipping Company's steamers, which company has its own wharves in Canton, and is thus independent of lighters, while the other steamers are carrying the same cargo back and forth, unable to discharge it at Canton. Finding the tax-farmer determined on his squeeze, the boatmen sent a telegram to the Viceroy, representing their views of the matter and protesting against the tax, and it is believed that the Viceroy, learning the conditions in Canton, which were temporarily paralyzing trade, sent a wire, advising the abolition of the objectionable tax. Then the city was plentifully placarded with posters, advising the boatmen to end their strike, to turn to work again, and stating that the "Viceroy has recommended the abolishment of the tax." But this the boatmen laughed at, saying they were not to be cajoled with anything so utterly indefinite, as the "Viceroy's recommendation," which to them meant nothing, and they determined to continue the strike until the abolition of the objectionable tax was a *fait accompli*, and put themselves under penalty should any independently break the strike until their demands were granted and the tax finally abolished. To make the strike more complete and themselves masters of the situation, they then determined to draw into it the sampan *men and women*, also under penalty, and it was expected that they would go on strike to-day.

This phase of the affair is not looked upon as being very serious, as the steamers are fully equipped with boats which they can use for the conveyance of passengers to and from the shore. Perhaps not the least serious phase of the affair is the enforced idleness of such large numbers of lighters in this harbour, which have been loaded with cargo for the Canton boats, but which the latter are unable to take in, being already loaded with the undischarged and return cargoes. The question that will naturally interest the ship-owners most in this connection is one of payment of freight on these cargoes going back and forth undelivered. The bills of lading provide that the consignees shall take delivery of their cargo in boats, of their own providing, alongside the steamers, the latter having no responsibility in the matter. In the meantime, from a business point of view, the situation is very serious, and it is difficult to contemplate what the result will be if the strike is of much longer duration.

TELEGRAM.

THE WAR.

THE RUSSIAN RETREAT.

HAICHENG AND NEWCHWANG OCCUPIED.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

TOKIO, 4th August, 4 p.m.

General Oku reports that the retreating enemy continually retreated northward since 2nd inst.

Our army occupied on the 3rd instant Haicheng and Newchwang, (thirty miles northeast of open port of the same name).

FATALITY AT KOWLOON.

A shocking accident occurred at Kowloon yesterday as the result of which a Chinese youth, aged sixteen, lost his life. The deceased was employed as a greaser at Matau-kok in connection with the Naval Extension, and had the misfortune to get in the way of a locomotive which knocked him down and several trucks passed over his body causing such severe injuries that death ensued shortly afterwards.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

EIGHTH ANNUAL MEETING.

The eighth ordinary annual meeting of the shareholders in the above Company was held at the offices of the general managers, Messrs. Dodwell & Co., Queen's Buildings, this afternoon.

Mr. E. S. Whealler occupied the chair, and there were also present:—Messrs. G. H. Medhurst, W. H. Wickham, J. W. C. Bonnar, Thos. Skinner and S. R. Edwards (Secretary).

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen: I don't think there is very much occasion for me to make any extensive remarks. Last year I told you we presented the best report we had ever had. This year we have just managed to exceed that report. We are able to place the same amount to reserve fund and carry forward a slightly larger amount than we did last year. I don't think there is anything to be said in connection with these accounts. We believe that the stock has been carefully valued, and we believe that the Company is in a very sound position. As for the future, shipping is bad, but we hope that with ordinary good fortune we may be able to maintain our dividends. We hope so. If any gentleman has any questions to ask, I shall be pleased to answer them.

No questions being asked,

Mr. Whealler moved the adoption of the report and accounts, (which have already appeared in these columns), embracing the payment of a dividend of 15 per cent on ordinary stock, with a further dividend of 7½ % a payment of $29.70 in respect of each of the hundred founders' shares, the addition of $6,000 to the reserve fund, and the carrying forward of $480.23 to new account.

Mr. Wickham seconded the resolution, and took the opportunity of congratulating the general managers on the results of the year's working.

The motion was carried unanimously.

Mr. Bonnar moved that Mr. W. Hutton Potts be re-elected auditor of the company for the current year.

Mr. Medhurst seconded, and the proposition was agreed to *nem. con.*

This concluded the business, the Chairman announcing that dividend warrants were now ready.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 5th at 11.40 a.m. The barometer has risen throughout China and Japan, more particularly in the latter and has fallen in southern Philippines.

Gradients are very slight upon the China Coast and over the China Sea. Light S. winds will prevail in the Formosa Channel and over the greater part of the China Sea.

Forecast:—Light S. winds, cloudy, local thunderstorms.

SHIPPING AND MAILS.

MAILS DUE.

French (*Catherine Apcar*) 8th inst.
American (*Korea*) 11th inst.
Australian (*Changsha*) 11th inst.
Indian (*Namsang*) 15th inst.
Canadian (*Empress of India*) 15th inst.
American (*Gaelic*) 18th inst.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Yokohama yesterday.

The C. N. Co.'s s.s. *Tsinan* left Kuchinotzu on 3rd inst., and is due here on 8th inst.

The C. N. Co.'s s.s. *Taming* left Manila on 3rd inst., at noon, and is due here on 6th inst.

The P. & O. S. N. Co.'s s.s. *Pekin* left Singapore for this port on 4th inst., at 10 a.m.

The C. N. Co.'s s.s. *Changsha* from Australian Ports, left Sydney on 19th ult., and is due here on 11th inst.

TELEGRAM.

(Reuter's.)

The War.

LONDON, 3rd August.

The Russians have evacuated Haicheng. In a despatch from General Kuropatkin, he expresses a hope that the troops having retreated to the main position, after heavy losses, will be able to maintain it against an enemy numerically superior.

Admiral Alexeieff has gone to Harbin and from there proceeds to Vladivostok.

General Kuropatkin reports that the troops withdrew from Haicheng, unmolested, by Anshanchang road, and though carts were provided to carry the coats and kit, the troops suffered terribly, from the heat, and there were a number of cases of sunstroke.

"PHYSICIAN HEAL THYSELF."

If there is one community in India, who are always preaching justice, equality and the brotherhood of man and clamouring and are loud in their complaints in regard to their political rights, they are the Hindus. Yet the hard, rigid and almost cruel social system under which some of their low classes, more especially the Mahars, are kept at arm's length and looked down, is, to say the least, by no means creditable to their claim for leniency and humanity. Not only are these backward classes debarred from every privilege of social gatherings and functions on all religious and festive occasions, not only are they and their children treated as pariahs, but their touch, aye even their shadow is looked upon as rank pollution. As an instance in point we may mention that about a couple of years ago a wretched Mahar happened to quench his thirst in one of the public springs of the village in which he lived. An hue and cry was instantly raised by the Brahmins and poor Dhondu was forthwith hauled before a Second Class Magistrate for wilful pollution and the Magistrate in his supreme wisdom fined the Mahar eight rupees. On this coming to the knowledge of the English Collector of the District the case was taken to the High Court who quashed the conviction and ordered the fine to be refunded. For ought we know, there may be some hundreds of such cases of petty and galling tyrannies which these wretched people have to suffer every day of their lives. These Mahars have recently petitioned the Government of Bombay, to help them to raise their status in relation to that of the various other communities under their administration. That the Government will readily give a sympathetic consideration to the memorial there is not the slightest doubt. The deadening and depressing conditions amidst which the low classes have to live, the entire lack of hope for them under the hard and rigid social system, give them a just claim upon the generous consideration of an upright and just administration like the British. But the Government will have to reckon with the so-called high Caste Hindus, and as the *Rast Goftar* of Bombay says "There is a deep-rooted antipathy and hatred on the part of the Hindu Community against the Mahars which cannot be easily eradicated and the presentiful condition can only be ameliorated even by such a powerful machinery like that of the Goverment of Bombay by slow and tentative measures If the high caste Hindus are as foolish as to advance the old obsolete arguments which cannot for one moment hold water in these days of civilization and progress they would be cutting their own throats as far as the other communities in distant parts of the world are concerned. The South African Government and the people of the Transvaal who are at present endeavouring with all their might and main to prevent the coloured nations, the Hindoos included, from entering their country would be the first to taunt them and say *Physician heal thyself*. They are bound to urge that it does not become a nation, who are accustomed to keep their own countrymen and co-religionists at arm's length, to thrust their presence upon those who do not care to receive them in their territories."—*Contributed.*

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st August.

	LEVEL. 1903	1904.
Tytam	0' 0" level	1' 4½" below overflow
Byewash	—	12' 11½" below overflow
Pokfulam	0' 5½" below overflow	1' 2½" below overflow
Wong-nai-cheong	0' 0½" above overflow	11' 7" below overflow

STORAGE GALLONS.	1903.	1904.
Tytam	384,800,000	373,250,000
Byewash	—	7,145,900
Pokfulam	65,000,000	63,350,000
Wong-nai-cheong	30,398,000	16,996,000
Total	480,208,000	460,941,000

Consumption of Water in the City of Victoria and Hill District during the month of July.

	1903.	1904.	
Consumption	138,353,000	133,702,000	gallons
Estimated population	219,600	224, 00	
Consumption per head per day	20.3	19.2	gallons

Constant supply during the whole month of July, 1903. Intermittent supply up to 3rd July, 1904 inclusive.

Consumption of Water in Kowloon Peninsula during the month of July.

	1903.	1904.	
Consumption	14,043,000	15,394,000	gallons
Estimated population	62,950	68,800	
Consumption per head per day	7.2	7.2	gallons

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES,
P.W.D., Water Authority.

THE WAR.

THE EVACUATION OF HAICHENG.

In another column we print an official telegram from Mr. M. Noma, Consul for Japan, announcing the occupation, by the Japanese army, of Haicheng and Newchwang. It will be of interest to learn a few particulars of the former city which has a most interesting history.

Haicheng was perhaps in bygone ages, as its name implies, on the sea, which is receding further and further away from the Manchurian plain. It has played no small part in the history of the country. In the early part of the Christian era it was one of the great frontier towns of Korea. When the Koreans were driven from Liao plain to the eastern mountains they built beacons and frontier strongholds all along the edge of the plain. Many of these beacons can be seen to-day by the traveller along Russian railway.

About A. D. 650 it was besieged by the last Emperor of the Tang dynasty, and after a long period capitulated. Thence the Koreans fled eastward and made their final stand against the same enemy in the long-extinct volcano near Feng-wang-cheng. Again defeated they fled over the Yalu, and ever since have been only a small kingdom Tang-wang-shan, or Keng Tang's Mount, was the headquarters of the besieging army Haicheng has always been an important stronghold, and its walls have been kept in good repair. They are about 40 ft. high and pierced by four gates but no bastions

WHEN THE JAPANESE FOUGHT.

The Japanese made a most successful attempt and captured this city towards the end of 1894. They had only mountain guns, brought from Korea through the hill, and for some time their position was a dangerous one. In the depth of winter they found it almost impossible to make earthworks, but that they could use the sand of river-bed for sand-bag protections. They also blasted the rocks on the surrounding hills and made rough forts. The Chinese army was in the villages beyond Pa-li-ho, and with five Krupp guns virtually defeated a strong Japanese force, but not realising the damage inflicted retreated during the ensuing night to old Newchwang.

The famous robber chieftain, Han Pien Wai, was engaged by the Chinese to drive the Japanese out. He made two attempts, marching with many banners to the north gate, in neither instance realising that the Japanese were hid in snow-covered trenches on two hillocks he was badly defeated. At the end of the summer of 1900 a small Russian force captured and held this city against a determined attempt of the vice-governor of Mukden, Chin Chang, who with his Boxer hordes tried to recapture it. His men, who were quite bullet-proof as they imagined, were mown down, and thus the Boxer power in Manchuria was smashed.

A LIKELY BATTLEGROUND.

The town has been under an able magistrate for the past few years, who has bravely striven to clear the surrounding country of robbers. He did so well that the Russians left him a free hand and vacated the city at an early date. Haicheng with its natural fortresses, and situated as it is at the junction of several trade routes and on the railway, has proved, as was correctly supposed, to be the objective of any Japanese force which may cross the Yalu into Manchuria.

The population is estimated at from 15,000 to 20,000 including many Mahomedans, who will support either side as fortune may determine. The common people have made much money of the Russians, and seem to bear them no ill-will. Beyond the crenellated parapet can be seen roofs of houses forming the western suburb of Haicheng, and beyond is the wide portion of Haicheng River. In the distance to the left is the Tang-wang-shan, a bluff 700 ft. high, held by the Japanese in the campaign of 1894-5. The Japanese mounted earthen-ware jars and logs of wood as guns, and so skilfully wrapped them up in red cloth coverings that the local Chinese reported to their army that the Japanese had brought heavy artillery, whereas the Japanese had only light mountain guns against the Chinese Krupps. However, the logs of wood served their purpose, for the Chinese did not dare to attack the position.

ANOTHER IMPORTANT POINT IN THE STRATEGIC POSITION.

Another important point in the present aspect of the land campaign is Siuyen, a very old Chinese town on a high level plain about midway between Haicheng and Takushan. Many trade routes pass through this centre. The local business is not very prosperous as compared with former ages. The population is about 15,000 The property is largely owned by Manchu bannermen, who hinder progress and stop trade development. These rich landlords were nearly ruined in 1894 when the retreating Chinese army, enraged by the cowardly desertion of the Manchu forces at Pingyang, especially destroyed the houses of these landlords. They also burnt nearly all the shops, which were owned by Manchus and only rented to the Chinese.

THE SACKING OF SIUYEN.

The town has never properly recovered the sacking of it by the Chinese army which was retreating before the Japanese. Near the gates are brick walls, otherwise the town is protected by an irregular earth rampart of the private walls of native compounds. One of the gateways is very old indeed; it probably dates back to the time of the Koreans, who were driven from here about A. D. 650. Siuyen is the centre of the wild or oak silk district. It also gives its name to the jadiete quarries twenty miles distant. The district is usually very quiet; bands of robbers are unknown as the mountain village guilds keep good order. The region to the north and west is rough and wooded, supplying the towns of Kaipeng-Newchwang port, and Haicheng with fuel, especially charcoal. The food of this region is maize together with a small quantity of other cereals.—*Ex.*

AT LIAOYANG.

FRENCH CORRESPONDENT'S IMPRESSIONS.

M. Raymond Reconly, war correspondent of *Le Temps*, has contributed to that journal the following account of his impressions of Liaoyang, which the *Kobe Herald* translates from *L'Echo de Chine*:—

To travel at this moment from south to north by the Trans-Manchurian Railway is like battling against a very rapid current. At each station it is necessary to stop in order to allow the passage of military trains. Those which we saw were carrying artillery. On trucks were guns and gun carriages. In closed waggons were horses arranged lengthwise, four on each side, while in the centre men engaged in cooking were standing or sitting. These railway waggons have come to be the troops' homes, in which they install themselves as if for a permanent residence. The Russian excels in adapting himself to live anywhere, in the tiniest space he makes his bed, prepares his tea, and eats the provisions which he has brought with him. He is not troubled by any need for comfort, for scrupulous cleanliness, or for tidiness. Those things appertain to the refined, men softened by a too luxurious life. He, the Russian, belongs to the youthful section. . . .

. . . What can be more moral than to see a wife following her husband wherever he goes? Our code enjoins this upon the newly wedded. Well, here, in spite of the dangers of war, in spite of the crowding and the difficulty of procuring a resting place and the most necessary articles, and in a country which used to derive all its supplies from the sea, and where the maritime communications are now destroyed, many of the railway employés, both subordinates and their superiors, are accompanied by their wives, as are also some even of the military officers. The other day, at a station, I visited a Captain of Engineers, who commands a section of the railway. The officer received me very courteously, offering me the only chair he possessed and himself sitting unceremoniously on the bed The room was quite small, like a student's chamber. As we talked, my eyes noted successively a woman's veil, half wrapped in paper, and a pair of elegant boots. I then observed that a screen shut off a corner of the apartment. Doubtless the owner of the veil and boots was to be found behind it and I thought to myself that the Chinese screen sheltered some passing love affair. But, two minutes later, the Captain told me, simply and smilingly, that he was married, and that his wife, suffering a little from fever, was sleeping there behind the scree. "A la guerre comme à la gare!"

My official instructions directed me to go to Mukden, where the Viceroy resided, but at Liaoyang I obtained permission to remain there for a few days. Liaoyang, the point of concentration of all the troops, is much the more interesting of the two places. It is a great Russian town in process of growth. Purely administrative in character, it radiates round the railway station, the germ from which all has sprung. Small, low buildings, strictly alike, arranged in straight lines, with equal space between, monotonous and symmetrical like all administrative constructions, shelter the numerous Government offices. A small belfry rising from one of the houses marks the Church, which the Russians take with them everywhere. On all sides building is actively in progress; the little town into which men and roubles are flowing by thousands giving birth to all sorts of adjuncts; hastily constructed shops, taverns, and enclosures in which the camp followers are massed together pell mell. On a siding, close to the station, six railway carriages constitute the palace of the Generalissimo; a travelling palace which is attached to a locomative from time to time, and which follows its master everywhere. Near at hand, also in railway carriages, are the foreign Military attachés. But a brick building is now being provided for these gentlemen, a fact which seems to indicate that their stay at Liaoyang is likely to be a long one. The centre and meeting place of all this little world is the buffet, the poor and mournful buffet of a small railway station. It suffers from a lamentable lack of chairs, does the buffet of Liaoyang. When the foreign attachés are all seated at the large table which is reserved for them, there remain very few seats for the numerous Russian officers, and still less, of course for the humble members of the civil service, unprovided with sword or gold button. Consequently quite a crowd of would-be feeders gathers round the door in the hope that sooner or later some of those who are seated will make way for them. In the neighbouring courtyard horsemen are dismounting every moment, jumping precipitately from their Trans-Baikal or Mongolian steeds; Cossack officers from the Caucasus, in Asiatic costume with long "caftans" and high Astrakhan hats. Enclosed within high and perfectly intact walls, the native town covers an area of about two kilometres in length and one and a half in breadth. Four gates give access to it, and a muddy ditch runs rounds the ramparts. The gates are joined together by two roads which intersect, and it is on these that the life and business of the town are concentrated. . . . . The adjoining streets are quiet, and behind them lie low-built houses, vast open spaces, gardens and fields. It would be almost as easy to bring down the moon as to find a place to sleep in at Liaoyang. The only hotel, the Hotel de Poltava, a miserable place, possesses at most ten beds, which is not to say ten rooms. We, therefore, set off, cost what it might, in search of the French missionary, who lived far off, right at the end of the Chinese town. After many turns and zig-zags we arrived at his house, only to be told by the Chinese who was in charge of it that the priest was absent, eighty kilometres away! What should we do; where to put our trunks, our horses and ourselves? Already night was coming on. Should we have to sleep in the road? Necessity is a bold counsellor; we forcibly availed ourselves of a hospitality which no doubt would have been offered us. In the Father's Chinese house, close to the tiny and poor-looking church, which has no chairs, merely mats on the bare ground, and in which the altar and the cross do not conceal the nakedness of the walls, we placed our camp-beds in a room which was at once the dining-room and the sacristry.

BEHIND THE SCENES IN RUSSIA.

THE MURDERED M. DE PLEHVE.

THE SECRET SERVICE FUND INTERNAL WAR.

In connection with the assassination of M. de Plehve, Russian Minister of the Interior, the following examination of the disturbed internal condition of Russia by an occasional correspondent of the *Daily Telegraph* is of remarkable interest. In this there is a due appreciation of the responsibilities of the unfortunate M. de Plehve in regard to Russia's repressive domestic policy:—

Russia resembles a vast ocean, in which there are many strong currents flowing in different directions. It is not surprising, therefore, that some of these should run directly counter to the Government, and as this phenomenon has always been reckoned with, it is no novelty to-day. What is, however, a subject of legitimate astonishment is the rapidity with which the currrent of opposition goes on swelling and extending in spite of the strenuous endeavours of the authorities to stem it. Twenty years ago the number of the discontented was small, their mental calibre was with few exceptions insignificant, their hold on the masses scarcely perceptible. The peasantry—ignorant, superstitious, and socially crippled by the effects of serfdom—bore their lot resignedly as part of the eternal and immutable order of things, against which it would be sinful to murmur and criminal to kick. Moreover, the peasantry of those days might be likened to a suffering child unable to localise its pain or correctly describe the symptoms of its illness. But all that is changed to-day. The slow spread of religious dissent and of elementary and technical education, the creation of a numerous class of artisans and factory hands, the careful organisation of the working-men, the propagation of Socialist doctrines, which have filtered down from the intelligent layers of Society to the masses, are among the principal causes of that noteworthy change. And it is hardly too much to say that now all Russia is discontended, and therefore criminal, because, as there is and can be no constitutional means of expressing dissatisfaction or giving utterance to criticism, all demands for reform are illegal.

The airing of class and national grievances is a crime in Russia; all joint efforts to set them forth are severely punished, and the people who commit this offence are treated as conspirators. Hence there is no such thing as legal opposition to the Government—all opposition is illegal, forbidden, punishable. If there were no grounds at all for discontent this attitude of the authorities would, perhaps, Russians say, be intelligible; but as there are very real, very tangible,

GROUNDS FOR DISSATISFACTION,

to gag the people is as reasonable as it would be to beat a child for screaming when it is suffering the dreadful torture of rheumatic pains, and the measure is just as efficient. Force cannot suppress facts nor silence do away with truth. How far the grievances of the Russian people are well founded, and to what extent their Government is blameworthy, it is not the province of the mere outsider to decide; the utmost he can and should do is to state both sides of the question and to note the attitude of each party. And the position taken up by the authorities is this: For ages Russia has thriven under the present system of government; therefore it answers its purpose and suits the nation, and must, consequently, be preserved. But any such far-reaching reforms as the malcontents demand would throw the whole machinery of government into chaos and necessitate not only further but fundamental changes in the political fabric. Moreover, the majority of the people are incapable of exercising to any useful purpose a controlling influence over public affairs. Hence they must be dealt with paternally. To this the spokesmen of the people answer that the masses will never be ripe for self-government if the present state of things endures.

However this may be, the fact is that

THE MALCONTENTS,

who may be truly said to comprise the body of the people, fall into three classs: the theorists, who confine themselves to more or less openly complaining, and are oftentimes ready to suffer the consequences. These are mostly noblemen, lawyers, doctors, authors, and a percentage of peasants. The second class consists of workingmen, who are Democrats or Socialists, and, not satisfied with vain lamentations, agitate and combine, but never have recourse to violence as an approved means of obtaining redress. This party, which is splendidly organised, and is rapidly growing in numbers, possesses considerable influence over the lower classes. The third class are the advocates of violence—the Revolutionists—who, setting their lives at naught, kill here a Minister, there a Governor, and vainly hope that their example will fire the masses to rise up against the authorities, as the French people did in the Revolution—as if a revolution, on such lines, were possible, in an age of quick-firing guns and magazine rifles! Midway between the second and third classes are the hungry peasants, who, rendered desperate by their seemingly hopeless condition, and heedless of theories or systems, burn down the hay-ricks, the granaries, the mansions of the well-to-do classes, eager to destroy the substance of those who hinder them—as they fancy—from having any substance of their own.

War, therefore, is being waged between those three parties on the one side and the Government on the other. It is

A CIVIL WAR

of a peculiar kind, in which, although silence and secrecy characterise the operations, there are killed, wounded, and prisoners, fire and sword, victories and defeats. Numbers are on the side of the people; money and soldiers and arms on that of the Government. And so long as the authorities possess those resources, especially the army, it would be absurd to talk of a revolution. If at some fateful moment the army got out of hand—and as yet there are no symptoms of such defection—the conditions would be different, and the upshot of the struggle also. For the time being the contest is as unequal as was that between Prometheus and Zeus. To the thinking peasant and workingman it is gall and wormwood to reflect that the soldiers who repress demonstrations, and the money which pays for soldiers and for arms, come from the people to be used against the people.

And a good deal of money is spent in that unproductive way It does not, of course, appear to be unproductive to those who honestly believe that the Russian system of government is the manifestation of God's holy will, but this section of the population is dwindlingly small. Among the people to whom this money gives employment is a standing army of censors, detectives, "protectors of order," spies, male and female, and subsidised journalists—a race detested by all self-respecting Russians. The person who disposes of the funds needed for these Government scouts is the Minister of the Interior, M. von Plehve, who was formerly head of the police. Now that he is head of the Government he continues to organise

THE FORCE OF SECRET AGENTS

in and out of Russia whose duty it is to watch suspected persons, to worm out the secrets, baffle their plots, and, if possible, deliver up their bodies to the gaoler. For these employes he has a Secret Service Fund, which is growing larger and larger every year, and the increase of this sum may be looked upon as a fairly correct standard by which to gauge the force of the so-called revolutionary movement in Russia. No statement is ever published, official or non-official, about the amount of the Secret Service Fund or the nature of the services rendered by those whom it rewards. But recently M. von Plehve wrote a secret report on the subject, which fell into the hands of the People's Party, and the admissions which he there makes are very interesting. But equally interesting is the motive which induced him to write the report.

He was asked by the Imperial Commission of Three to cut down the credit allotted to his department by the estimates for 1904. This Commission of Three was created by the Tsar after the outbreak of the war with Japan, and charged with the work of curtailing, as far as possible, all expenditure already allowed for in the budget, and turning over the savings to the war fund. All the Ministers were therefore asked to give back a part of the credit assigned to them, and M. von Plehve among the number. He, however, replied that of the seven and a half million pounds which his department had intended to spend he would strike out one million; that is to say, £800,000, which had been set apart for making roads, which are indispensable to the peasantry, and a further £200,000. These useful, and, indeed, productive, works he would dispense with, but he could not, he said, allow one farthing to be taken from the Secret Service Fund. With that money and the value received for it the weal of the Government was, so to say, indissolubly bound up.

A SECRET REPORT.

In his secret report about the work and the cost of the invisible army which is saving absolutism from democracy, M. von Plehve deals with dry questions of finance. But underlying those business-like calculations there are a number of data which throw a curious light upon the internecine struggle in Russia. Thus, the Minister states that from the year 1883 His Majesty allowed the Secret Service Fund an income of £96,000, which is a large sum for a class of people who are ashamed to show their faces in society and acknowledge their calling. But all those thousands were not actually spent then; the revolutionary organisation was weak, and the body of spies needed was proportionately small. Even ten years ago, when M. von Plehve was himself Chief of the Police, the expenses of that department amounted "only to £57,000 a year." He overcame the revolutionary party, but somehow the need of a larger, and ever larger body of spies and secret agents grew pressing, for Russia is a land of contradictions and mysteries. Thus a new body called "The Section of Safety" and another termed "The Section of Public Order" had to be organised and set to work in Moscow, St. Petersburg, and Warsaw, and the wages of these nocturnal knights eat into the Secret Service Fund very perceptibly. The savings of former years had to be fallen back upon, and the annual deficit amounted yearly to more and more. As M. von Plehve tersely puts it: "The spread of anti-Governmental societies composed of working men and peasants rendered it indispensable to develop in like manner the work of watching and investigating, through agents both at home and abroad."

Six million francs, therefore, or £240,000, are received and spent every year by M. von Plehve in order to hinder the Russian people from manifesting their desire to see a change effected in the Administration. And

THE WAYS AND MEANS

employed by those secret agents are held to be demoralising and infamous by all classes of thinking Russians. To yield up one rouble for these millions to the war fund is, the Minister affims, "absolutely impossible." Many Russian patriots who hate Socialism and revolution disagree with M. von Plehve, who, in their opinion, is but driving the people into secret conspiracy and open rebellion. The proof of this is the fact that never before M. von Plehve became chief of the police have so many political murders been perpetrated. For secret crime on one side begets secret crime on the other. The records of murder, of attempts at murder, and of political offences generally are very full, and besides the activity of revolutionists, the whole country is passionately in opposition.

Clearly there is an internal war going on in Russia simultaneously with the campaign against Japan. From time to time one hears of an attack and defence, of the burning of property, the killing of officials, the execution of conspirators. The Government possesses an enormous body of police and soldiers, who are employed to put down the movement, and, besides these, it has created a secret force, for the maintenance of which M. von Plehve pays annually 6,000,000f, from which he cannot, he says, take off a centime. His force grows in number, their expenses increase proportionately, but the result seems to be that he is defeating his own end. A serious day of reckoning is expected after peace has been concluded—before the war is [illegible] say some—but one hopes, for the sake of Russia and humanity, that these apprehensions are exaggerated.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	$660 b. £68 10/-
China Traders	$ 63 s.
Hongkong Fires	310 b.
HK. C. & Macao Steamboats	31 s.
Indo-Chinas	109 b.
Star Ferries (old)	37 b.
do. (new)	27 b.
China Sugars	189 b.
H.K. & Whampoa Docks...	222 b.
Wharves	112 s.
Farnhams	Tls. 147 b.
Hongkong Lands	151 b.
Humphreys Estate	12¼ b.
Green Island Cements ...	29½ s.
A. S. Watsons	15 b.
Electrics	15 b.
do. (new)	9¼ b.
Wm. Powells	11 b.

Shanghai advices, of 28th ult., state:—Business done:—Indo Chinas at Tls. 74/76 for July, Tls. 75½ for September, Tls. 74 for October and Tls. 76 for December. Farnham Boyds at Tls. 143 for July, and Tls. 150 for January 1905. Shanghai and Hankow Wharf shares at Tls. 150 cash. Maatschappijs at Tls. 297½.

Business reported direct: Indo-Chinas at Tls. 74 for July, Tls. 74 for September and Tls. 76 for December. Lands at Tls. 109 cash.

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From	Steamers	Due
GLASGOW and LIVERPOOL	"MACHAON"	7th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	8th August.
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "MACHAON" left Singapore for this port on the morning of the 2nd inst., and is due on the 7th.

S.S. "GLAUCUS" left Singapore for this port on the morning of the 3rd inst., and is due on the 8th.

HOMEWARDS.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	30th September.

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ZAFIRO	2540	R. Rodger	"	SATURDAY, 13th August, at 10 A.M.
PERLA	1980	A. H. Notley		

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"NUMANTIA"	4,370	——	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

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The Saloon is under European Supervision.

First Class European	$8.00
Second Class European	3.00
First Class Chinese	1.50
Second Class Chinese	80
Deck	30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
'KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey .....
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"BEDOUIN"	10th August.
"LOWTHER CASTLE"	25th "
"ATHOLL"	15th September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th August, 1904.

NAVIGAZIONE GENERALE ITALIANA,
(*Florio and Rubattino United Companies*).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Capt. Belsito, will be despatched as above, on *THURSDAY, the 11th instant, at Noon.*

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 3rd August, 1904. [904

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"
4,573 tons,

will be despatched for LONDON (DIRECT), on or about 18th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd July, 1904. [865

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain F. W. Packham, will be despatched as above, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 5th August, 1904. [905

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above, on TUESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd August, 1904. [898

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MANCHE,"

Captain ——, will be despatched for the above Ports, on or about WEDNESDAY, the 10th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th August, 1904. [9

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th August, 1904. [789

Intimations.

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904. [608

SPONGES. SPONGES. SPONGES.

JUST UNPACKED A VARIED ASSORTMENT of TOILET and NURSERY SPONGES of Different Sizes and Prices.

Quality as regards Durability will speak for itself.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 30th July, 1904. [72

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

HONGKONG AVERAGE MARKET PRICES.

Corrected 3rd August, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	18
" Corned—Ham Ngau Yuk	"	18
" Roast—Shiu " "	"	18
" Breast—Ngau Lam	"	13
" Soup, Tong Yuk	"	14
" Steak—Ngau Yuk-Pa	"	18
" " Serloin—Ngau Lau	"	26
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	9
" Tongue fresh—Ngau Li	each	45
" " corned—Ham Ngau Li	"	55
" Head—Ngau Tau	"	55
" Heart—Ngau Sum	"	9
" Hump, Salt—Ngau Kin	"	14
" Feet—Ngau Kerk	each	8
" Kidneys—Ngau Yiu	"	8
Tail—Ngau Mei	"	16
" Liver—Ngau Con	lb	9
" Tripe (undressed)—Ngau To	"	5
Calves' Head and Feet—Ngau-chai-tau-keok	set	75
Mutton Chop—Yeung Pai Kw	lb	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	22
Pigs' Chitlings—Chi cheong	"	16
" Brains—Chi Know	per set	2
" Feet—Chi Kork	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	8
" Kidneys—Chi Yiu	pair	7
" Liver—Chi Kon	lb	24
Pork, Chop—Chi Pai Kwat	"	23
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	24
" Fat or Lard—Chu Yau	"	18
Sheeps' Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	22
Sucking Pigs, To Order—Chu Chai	"	16
Suet, Beef—Sang Ngau Yau	"	17
" Mutton—Sang Yeung Yau	"	22
Veal—Ngau Chai Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	lb	30
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	17
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	lb	33
" Hainan—Hoi Nam Kai	"	29
Geese—Ngoi	"	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	24
" Hoihow—Hoihow Pak Kup	"	18
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	"	68
" Hen— " " Na	"	54
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	each	—
Wild Ducks Canton—Sang Shing Sui Apea	per pair	—

FISH.

Barbel—Ka Yu	lb	14
Bream—Bin Yu	"	13
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	15
Catfish—Chik Yu	"	9
Codfish—Mun Yu	"	14
Crabs—Hai	"	12
Cuttle Fish—Muk Yu	"	11
Dab—Sa Mang Yu	"	14
Dace—Wong Mei Lun	"	10
Dog Fish—Tit Tu Sa	"	9
Eels, Congor—Hai Man Yu	"	14
" Fresh water—Tam Sui Yu	"	14
" Yellow—Wong Sin	"	28
Frogs—Tien Kai	"	32
Garoupa—Sek Pan	"	45
Gudgeon—Pak Kup Yu	"	11
Herrings—Tso Pak	"	16
Halibut—Cheung Kwan Yu	"	14
Labrus—Wong Fa Yu	"	14
Loach—Wu Yu	"	9
Lobsters—Lung Ha	"	24
Mackerel—Chi Yu	"	18
Monk Fish—Mon Yu	"	28
Mullet—Chai Yu	"	20
Oysters—Sang Hoo	"	18
Parrotfish—Kai Kung Yu	"	18
Perch—Tau Loo	"	15
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	28
Pomfret, White—Pak Chong	"	35
Prawns—Ming Ha	"	40
Ray—Pei Pa Sa	"	9
Rock Fish—Sek Kau Kung	"	12
Roach—Chun Yu	"	10
Salmon, (C'ton), fresh water—Ma Yau Yu	"	32
Shark—Sa Yu	"	8
Skate—Po Yu	"	9
Shrimps—Ha	"	24
Snapper—Lap Yu	"	28
Soles—Tat Sa Yu	"	26
Tench—Wan Yu	"	14
Turbot—Cho How Yu	"	16
Turtles, small, fresh water—Keok Yu	"	60
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	lb	20
Apples, (California)—Kam San Ping Ko	lb	30
" (Chefoo)—Tin Chun Ping Ko	"	15
" Small—Hoi Tong	"	10
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	"	3
" (brides), Macao—San Heung Chiu	"	3
Chestnuts, Chinese—Foong Lut	"	20
Carambola—Yeung Tou	"	10
Cocoanuts—Yeh Tsz	each	9
Grapes—Sin Tai Tsz	lb	—
Lemons, China—Ning Moong	"	10
" Amer.—Kum San Ning Moong	"	6
Lichees, Dried—Lai Chi Con		15
" Fresh, Lai Chi		—
Limes, (Saigon)—Sai Kung Ning Moong	each	7
Mango, Manila—Lui Sung Mong		8
Mango, Saigon—Sai Kung Moong		—
Mangosteens, San Chuk Tsz	doz.	30
Oranges, (Canton)—Sang Sheng Tim Chang		30
" Small—Tai Kut		—
" Mandarin—Tim Kut		—
Olives—Pak Lam	lb	6
Pears, (American)—Kam San Shut Li		—
" (Canton), Cooking—Sa Li		8
" (Shanghai)—Sheung Hoi Li		—
Peanuts,—Fa Sang		10
Persimmons Large,—Hung Chie		25
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	15
" 2nd cocking—Chung-tang Paw-law	"	—
Platams—Tai Chen		2
Plums, Swatow—Hung Lai		15
Pumelo, Siam—Chim Lo Yau	"	10
Walnuts, Hop Tou		20
" Green—Sang Hop Tuo		—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	—
Beans, (French) Macao—Oh Moon Pin Tau		12
Beans, (French), Shanghai—Sheung Hoi Pin Tau		—
Beans, Sprout—Ah Choi		2
Beans Long—Tau Kok		6
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker		3
Brinjals, Red—Hung Ker		3
Brassica—Pak Choi		4
Bamboo Shoots—Chook Shun		6
Cabbage, Chinese, com.—Kai Choy		16
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	12
Cane Shoots, bunch—Kau Shun	"	2
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa		—
Carrots—Kam Shun		7
Celery, Chinese Tong Kan Choy		15
Celery, English—Yeung Kan Choi		10
Celery, White—Pak Yeung Kan Choi		10
Chilles Dried—Con Lat Chiu		20
" Red—Hung Fa "		15
" Green—Cheng Lat Chiu		5
Curry Stuff, English—Ka Lee Choi Liu		5
Cucumbers—Cheng Kwa		4
Bitter Squash—Fu Kwa		4
Garlic—Suen Tau		5
Ginger, young—Sun Tsz Keung		6
" old—Lo Keung		4
Horse Radish, Shanghai—Lik Kan		20
Indian Corn—Suk Mai	piece	3
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	5
" Mandarin—Kwei Lum Ma Tai	"	7
Mushrooms Fresh—Sang Cho Kho		30
Onions, Bombay—Yeung Chung Tau		5
" Green—Sang Chung		3
" S'hai—Sheung Hoi Chung Tau		4
" Japan—Yat Poon " "		—
Okroes—Mo Ker		—
Parsley, English—Yeung Un Sai		1
Gradus Pea		—
Green Peas—Cheng Tau		—
Poratoes, Sweet—Fan Shu		4
" Shanghai—Sheung Hoi Shu Tsai		3
" Japan—Yat Poon Shu Tsai		—
" American—Fa Ki " "		—
" Foochow—Fuk Chau Shu Tsai		4
" Macao—Oh Moon " "		4
Pumpkin—Toong Kwa		2
Radish—Hung Lo Pak Tsai	dozen	2
Rhubarb		16
Shalots—Con Chung Tau		5
Spinage (Chinese)—Paw Choi		4
Spinach—Yin Choi		4
Tomatoes—Fan Ker		5
Taros—Wu Tau		3
Turnips, Pun-ti (Long)—Low Pak		3
" English—Yeung Low Pak	piece	3
Vegetable Marrow—Chit Kwa		4
Waters Cresses—Sai Yeung Choi		15
" Caltrops—Lan Kok	lb	—
" Lily Roots—Lin Ngau	"	—
Yams—Tai Shu		4

N. A. JOHANSSEN,
Acting Inspector of Markets.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	[illegible]
One month	7.20
Two months	13.00
Three "	18.00
Six "	37.50
Twelve "	75.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5	per cent
6 "	10	"
12 "	25	"

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARD

CIRCULARS

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road.

Hongkong.

Intimation.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: $25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES

TELEPHONES,

WIRE,

&c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS, 1, ICE HOUSE ROAD,

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904. [61

Shipping.

ARRIVALS.

Hongkong, Fr. s.s., 742, A. Suzzoni, 4th Aug.,—Haiphong and Hoihow 3rd Aug., Gen.—A. R. M.

Wuhu, Br. s.s., 1,227, E. Richards, 4th Aug.,—Wuhu via Chinkiang 1st Aug., Rice.—B. & S.

M. Struve, Ger. s.s., 966, P. Brandt, 4th Aug.,—Tamsui 31st July, Amoy 2nd Aug., and Swatow 3rd, Gen.—O. S. K.

Chihli, Br. s.s., 1,142, G. Hooker, 4th Aug.,—Canton 4th Aug., Gen.—B. & S.

Hailoong, Br. s.s., 783, Mutton, 5th Aug.,—Tamsui via Amoy and Swatow 4th Aug., Gen.—D., L. & Co.

Johanne, Ger. s.s., 952, Ipland, 5th Aug.,—Tourane 29th July, and Hoihow 4th Aug., Coal, Gen. and Pigs.—J. & Co.

Clearances at the Harbour Office.

Dr. H. J. Klaer, for Manila.
Andree Diederichsen, for Hoihow.
Triumph, for Swatow.
Nanyang, for Saigon.
Glenesk, for Shanghai.
Haitan, for Swatow.
Yingking, for Canton.
Yuensang, for Manila.
Wuhu, for Canton.
Fausang, for Saigon.
Zwaena, for Shanghai.
Ujina, for Yokohama.
Loongmoon, for Shanghai.
Kwongtung, for Canton.

Departures.

Aug. 5.

Merionethshire, for Shanghai.
Keemun, for Singapore.
Socotra, for Colombo.
Haitan, for Coast Ports.
Southgate, for Saigon.
Numina, for Sourabaya.
Amara, for Saigon.
Brunhilde, for Canton.
Heimdal, for Canton.
Yuensang, for Manila.
Chihli, for Swatow.
Andree Rickmers, for Bangkok.

Passengers arrived.

Per *Hailoong*, from Coast Ports—Rev. Knox, Mr. Lyons, and 129 Chinese.

Shipping Report.

Str. *Hailoong* from Coast Ports:—Fine weather, moderate wind and sea.

Vessels in Port.

STEAMERS.

Belgian King, Br. s.s., 2,153, I. Hayton, 2nd Aug.,—Karatsu 27th July, Coals.—B. & Co.

Capri, Ital. s.s., 2,717, G. Belsito, 3rd Aug.,—Bombay 16th July, and Singapore 27th, Gen.—C. & Co.

Carl Menzell, Ger. s.s., 989, J. Janssen, 3rd Aug.,—Malay Bay 22nd July, Timber.—E. A. T. Co.

Chunsang, Br. s.s., 1,416, R. Cox, 27th July,—Sandakan 22nd July, Timber and Gen.—J., M. & Co.

Emma Luyken, Ger. s.s., 1,160, H. Martens, 28th July,—Singapore 22nd July, Sugar and Nuts.—Chinese.

Fausang, Br. s.s., 1,410, T. Mitchell, 29th July,—Sourabaya 21st July, Sugar.—J., M. & Co.

Foyle, Br. s.s., 2,690, T. A. Page, R.N.R., 2nd Aug.,—Kuchinotzu (Japan) 26th July, Coal—M. B. K.

Glenesk, Br. s.s., 2,274, J. Rafferty, 1st Aug.,—Middlesbro. via Antwerp and London 18th June, and Singapore 27th July, Gen.—McG. B. & G.

Glenogle, Br. s.s., 2,399, W. T. Larkins, 31st July,—Amoy 30th July, Gen.—Seang Taik Hong.

Laisang, Br. s.s., 2,224, E. J. Tadd, 1st Aug.,—Calcutta via Penang and Singapore 16th Gen.—J., M. & Co.

Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 31st July,—Canton 30th July, Gen.—S. & Co.

Lothian, Br. s.s., 3,222, J. C. Williamson, 4th Aug.,—Salina Cruz 3rd June, Ballast.—C. C. S. S. Co.

Magallanes, Am. s.s., 832, A. Zrezabal, 31st July,—Manila 28th July, Lumber.—Jorge & Co.

Medan, Ger. s.s., 746, O. Stolberg, 22nd July,—from Caroline Island, Copra and Gen.—S. & Co.

Nanyang, Ger. s.s., 1,060, Cornand, 31st July,—Canton 30th July, Gen.—E. A. T. Co.

Purnea, Br. s.s., 2,127, J. B. Pearson, R.N.R., 4th Aug.,—from Rangoon and Straits, Gen.—J., M. & Co.

Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.,—Barry Dock 18th June, Coal.—J., M. & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 1st Aug.,—Manila 30th July, Gen.—S., T. & Co.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil.—D. & Co., Ld.

Sungkiang, Br. s.s., 1,021, J. Robinson, 2nd Aug.,—Manila 31st July, Hemp.—B. & S.

Taksang, Br. s.s., 977, W. P. Baker, 2nd Aug.,—Bangkok 26th July, Rice.—J., M. & Co.

Tartar, Br. s.s., 4,425, F. W. Evans, R.N.R., 25th July,—Vancouver via Japan 27th June, Gen.—C. P. R. Co.

Telemachus, Br. s.s., 1,310, J. Williamson, 31st July,—Saigon 27th July, Rice and Gen.—Wo Fat Sing.

Tjimahi, Dut. s.s., 2,476, N. W. Jurriaanse, 3rd Aug.,—Macassar 26th July, Gen.—J. C. J. L.

Triumph, Ger. s.s., 769, A. Hansen, 31st July,—Foochow via Amoy and Swatow 30th July, Gen.—J. & Co.

Tweeddale, Br. s.s., 2,873, T. Milne, 25th July,—Durban 25th June, Ballast.—G., L. & Co.

Ujina, Br. s.s., 3,426, S. Boon, 3rd Aug.,—Singapore 26th July, Gen.—J., M. & Co.

Wongkoi, Ger. s.s., 1,115, F. V. Bruhn, 3rd—Bangkok 28th July, Rice and Wood.—B. & S.

Yeddo, Br. s.s., 2,974, Baird, 21st July,—Barry 15th May, and Singapore 15th July, Coal.—D. & Co., Ld.

Zweena, Br. s.s., 940, I. Nesbitt, 4th Aug.,—Rangoon via Singapore 29th July, Kerosine Oil.—Chinese.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,—New York 10th Dec., 1903, Case Oil.—S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th July,—Chefoo 20th June, Ballast.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June,—New York 29th Jan., Kerosine.—S. O. Co.

Maria Pia, Ital. bq., 1,118, D. Urso, 9th April,—Freemantle 7th Feb., Sandalwood.—Order.

Sokoto, Br. 4-masted bq., 2,193, Wm. Bourke, 1st Aug.,—New York 3rd April, Petroleum.—S. O. Co.

Trongate, Br. bq., 949, A. Hutton, 28th May,—Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Steamers Expected.

Vessels	From	Agents	Due
Taming	Manila	B. & S.	Aug. 6
Babelsberg	Moji	N. Y. K.	Aug. 6
Machaon	Singapore	B. & S.	Aug. 7
CatherineApcar	Singapore	D. S. & Co	Aug. 8
Macduff	Singapore	D. & Co.	Aug. 8
Tsinan	Kuchinotzu	B. & S.	Aug. 8
Pekin	Singapore	P. & O. Co.	Aug. 10
Korea	Japan	P. M. Co.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 11
Emp. of India	Vancouver	C. P. R. Co	Aug. 15
Namsang	Singapore	J., M. & Co	Aug. 15
Gaelic	San F'cisco	O. & O. Co	Aug. 18
Mongolia	San F'cisco	P. M. Co.	Aug. 27
Aragonia	Portland	P. & A. Co	Aug. 31

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder	at	Kowloon	Dock.
Shanghai	"	"	"
Glenogle	"	"	"
Chan Wai	"	"	"
H.M.S. Leviathan	"	"	"
Emma Luyken	"	"	"
Lothian	"	"	"

Ships Passed The Canal.

Outward—1st June—8th July—*Macduff*. 12th July—*Dragoman*. 15th July—*Sambia, Armenia, Glaucus, Scandia*. 20th July—*Breitenfuel, Ataka*. 23rd July—*Albenga, Formosa, Rattsia, Idomeneus, Ranmoor*. 27th July—*Gneisenau, Claverburn, Betchley, Dardanus, Ceylon*. 30th July—*Annam, Elleric, Tydeus*. 3rd August—*Himalaya, Ernest Simons, Bulysses, Dante, Seydlitz*.

Homeward—15th July—*Pera, Polynesien, Pak Ling*. 23rd July—*Benmohr*. 27th July—*Segovia*. 30th July—*Agamemnon*. 3rd August—*Monmouthshire*.

Arrivals at Home—15th July—*Alcinous, Oldenburg, Prometheus, Australien*. 20th July—*Glenturret, Sachsen*. 23rd July—*Marburg, Deucalion*. 27th July—*Marquis Bacquehem, Strassburg*. 30th July—*Zietem*. 3rd August—*Tsenkai*.

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street	8 a.m.—11 a.m. 2 p.m.—5 p.m.
Arsenal Street	8.5 a.m.—11.5 a.m. 2.5 p.m.—5.5 p.m.

A Mail will close for:—

Canton—Per *Hankow*, 6th Aug., 7.30 A.M.
Manila—Per *Rubi*, 6th Aug., 9 A.M.
Swatow, Amoy and Foochow—Per *Triumph*, 6th Aug., 9 A.M.
Saigon—Per *Nanyang*, 6th Aug., 11 A.M.
Chinwantao and Durban—Per *Aseot*, 6th Aug., 11 A.M.
Macao—Per *Heungshan*, 6th Aug., 1.15 P.M.
Shanghai—Per *Loongmoon*, 6th Aug., 2 P.M.
Cebu and Iloilo—Per *Sungkiang*, 6th Aug., 3 P.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Kongmun*, 6th Aug., 4 P.M.
Manila—Per *Foyle*, 6th Aug., 5 P.M.
Hoihow and Haiphong—Per *Hongkong*, 6th Aug., 5 P.M.
Namtao—Per *Taichun*, 6th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 6th Aug., 5 P.M.
Macao—Per *Wingchai*, 6th Aug., 5 P.M.
Canton—Per *Powan*, 7th Aug., 9 A.M.
Namtao—Per *Taichun*, 7th Aug., 9 A.M.
Sanbue—Per *Hoi Fu*, 7th Aug., 9 A.M.
Macao—Per *Wingchai*, 7th Aug., 9 A.M.
Kongmoon and Kumchuk—Per *Lintan*, 7th Aug., 9 A.M.
Swatow, Amoy and Tamsui—Per *M. Struve*, 7th Aug., 9 A.M.
Swatow, Amoy and Tamsui—Per *Hailoong*, 7th Aug., 9 A.M.
Macao—Per *Heungshan*, 8th Aug., 1.15 P.M.
Ningpo and Shanghai—Per *Whampoa*, 8th Aug., 3 P.M.
Yap, Saipan, Ruk, Ponape, Kussaie, Jaluit, Nauru, Ocean Island and Sydney—Per *Medan*, 8th Aug., 4 P.M.
Shanghai, Moji, Kobe and Yokohama—Per *Tjimahi*, 8th Aug., 4 P.M.
Namtao—Per *Taichun*, 8th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 8th Aug., 5 P.M.
Macao—Per *Wingchai*, 8th Aug., 5 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 8th Aug., 5 P.M.
Kongmoon—Per *Hongkong*, 8th Aug., 5 P.M.
Europe, &c., India, *via* Tuticorin—Per *Oceanien*, 9th Aug., 11 A.M.
Singapore, Penang and Calcutta—Per *Laisang*, 9th Aug., 2 P.M.
Manila—Per *Taming*, 9th Aug., 3 P.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Kongnam*, 9th Aug., 4 P.M.
Kongmoon and Kumchuck—Per *Lintan*, 9th Aug., 5 P.M.
Namtao—Per *Taichun*, 9th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 9th Aug., 5 P.M.
Macao—Per *Wingchai*, 9th Aug., 5 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 10th Aug., 11 A.M.
Macao—Per *Heungshan*, 10th Aug., 1.15 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide and Perth—Per *Tsinan*, 10th Aug., 3 P.M.
Namtao—Per *Taichun*, 10th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 10th Aug., 5 P.M.
Macao—Per *Wingchai*, 10th Aug., 5 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 10th Aug., 5 P.M.
Singapore, Penang and Bombay—Per *Capri*, 11th Aug., 11 A.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Sanui*, 11th Aug., 4 P.M.
Namtao—Per *Taichun*, 11th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 11th Aug., 5 P.M.
Macao—Per *Wingchai*, 11th Aug., 5 P.M.
Namtao—Per *Taichun*, 12th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 12th Aug., 5 P.M.
Macao—Per *Wingchai*, 12th Aug., 5 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 12th Aug., 5 P.M.
Manila—Per *Zafiro*, 13th Aug., 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Simla*, 13th Aug., 11 A.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Kongnam*, 13th Aug., 4 P.M.
Namtao—Per *Taichun*, 13th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 13th Aug., 5 P.M.
Macao—Per *Wingchai*, 13th Aug., 5 P.M.
Kongmoon and Kumchuk—Per *Lintan*, 14th Aug., 9 A.M.

Books containing:—
16 Postage Stamps of 4 cents
12 " " " 2 "
12 " " " 1 "
may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price $1.00 each book.

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Back, Mr. and Mrs. Stanley
Fuller, Mr.
Mitchell, Mr.
Pinkston, Col.

	Aug. 3 at 10 a.m.	Aug. 3 at 4 p.m.
Barometer	29.78	29.71
Temperature	82	84
Humidity	84	72
Rainfall	1.04	—

CHINA COAST METEOROLOGICAL REGISTER.

August 4th, 1904, a.m.

			Bar.	Th.	Hu.	Wind		W.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.80	—	—	N	2	—
Hakodate		"	29.85	—	—	—	0	—
Tokio		"	29.63	—	—	N	6	—
Kochi		"	29.68	—	—	NE	0	—
Nagasaki		"	29.72	—	—	NE	2	—
Kagoshima		"	29.72	—	—	NE	2	—
Oshima		"	29.76	—	—	—	0	—
Naha		"	29.81	—	—	W	2	—
Ishigakijima		"	29.77	—	—	S	6	—
Taihoku	5	a.m.	29.77	—	—	—	0	—
Taichu		"	29.77	—	—	—	0	—
Tainan		"	29.79	—	—	S	2	—
Koshun		"	29.80	—	—	NW	2	—
Pescadores		"	29.76	—	—	SW	4	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	29.72	78	100	SE	3	cm
Sharp Peak		"	29.75	82	87	S	1	o
Amoy	6.30	a.	29.77	78	91	SSE	1	b
Swatow	9	a.m.	—	—	—	—	—	—
Canton		"	29.77	87	76	—	o	b
Hongkong	10	a.m.	29.77	81	75	S	1	o
Victoria Peak		"	—	—	—	S	3	—
Gap Rock		"	29.75	—	—	SSE	4	—
Macao		"	29.74	85	—	S	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	29.84	84	71	W	o	c
Bacolod	9	a.m.	—	—	—	WNW	1	c
Iloilo		"	29.85	81	—	—	o	c
Cebu		"	29.92	84	—	—	o	c
C. St. James	10	a.m.	—	—	—	—	—	—

August 5th, 1904, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.96	—	—	SE	2	—
Hakodate		"	29.97	—	—	—	o	—
Tokio		"	29.74	—	—	N	4	—
Kochi		"	29.79	—	—	—	o	—
Nagasaki		"	29.83	—	—	—	o	—
Kagoshima		"	29.83	—	—	—	o	—
Oshima		"	29.84	—	—	S	2	—
Naha		"	29.81	—	—	SW	4	—
Ishigakijima		"	—	—	—	—	—	—
Taihoku	5	a.m.	29.81	—	—	—	o	—
Taichu		"	29.81	—	—	—	o	—
Tainan		"	29.82	—	—	SE	4	—
Koshun		"	29.83	—	—	—	o	—
Pescadores		"	29.82	—	—	S	6	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	29.76	78	91	SE	3	cv
Sharp Peak		"	29.77	81	91	S	1	o
Amoy	6.30	a	—	—	—	—	—	—
Swatow	9	a.m.	29.73	77	95	ENE	1	—
Canton		"	29.77	84	83	SE	2	o
Hongkong	10	a.m.	29.82	81	89	—	o	o
Victoria Peak		"	—	—	—	S	4	—
Gap Rock		"	29.81	—	—	S	3	—
Macao		"	29.78	84	—	SSE	1	cd
Haiphong		"	—	—	—	—	—	—
Manila		"	—	—	—	—	—	—
Bacolod	9	a.m.	—	—	—	SSW	4	o
Iloilo		"	29.85	82	—	WSW	o	b
Cebu		"	29.85	83	—	S	2	o
C. St. James	10	a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Chemulpo
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtsze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Hongkong
Espiègle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Wei-hai-wei
Glory *	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Weihaiwei
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	enroute Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Shanghai
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander J. A. Gregory	Wei-hai-wei
Kinsha	river gunboat	—	4	—	Lieut.-Commander G. B. Powell	Chungking
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Weihaiwei
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phœnix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtsze
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Robin	river gunboat	85	2	240	Lieut.-Commander John P. Irven	Hongkong
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Canton
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Wuhu
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtsze
Thetis	cruiser, 2nd class	3,490	8	9,000	Captain J. A. C. Wilkinson	Wei-hai-wei
Tweed	coast defence gunboat	363	3	200	Lieut.-Commander R. H. Keate	Yangtsze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vestal	sloop	980	6	1,400	Commander S. St. John Farquhar	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	620	—	450	Lieut.-Commander Ernest C. Hardy	Shantung
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Shanghai
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtsze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, at 1 P.M., the Company's Steamship "OCEANIEN," Captain Oliver, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, viâ Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 8th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th July, 1904. [9

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Ballarat* due in London on the 26th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1904. [4

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades†.....	3,753	Geo. Wright...	Ab.Aug.11
Shawmut ...	9,600	W. M. Smith...	Aug. 31
Tremont.....	9,606	T. W. Garlick..	Oct. 1
Shawmut.....	9,606	W. M. Smith...	...
Tremont.....	9,606	T. W. Garlick..	...
Lyra ‡.....	4,417	G. V. Williams	...

‡ Cargo only.

Steamers marked (†) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ...	9,606	W. M. Smith...	Ab.Aug.12
Tremont.....	9,606	T. W. Garlick..	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 28th July, 1904. [12

Consignees.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 5th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th August, 1904. [906

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd August, 1904. [902

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st August, 1904. [897

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON, AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & COW.

Hongkong, 1st August, 1904. [896

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Moldavia*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

From Alleppi, *ex* S.S. *Rajput*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th July, 1904. [4

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," Page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	$10,000,000 $600,000 $250,000	$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8⅞=$22.994 for half-year ending 31.12.1903.....	6¼ %	$660 London £68⅛
National Bank of China, Limited.....	4[illegible]453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5½ %	$38 buyers
Do. (Founders')	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,750,000 $569,143 $784,445 $906,872	$1,959,926	$32 for 1902	5¼ %	$545 sellers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$900,000 $151,992 $331,342 $322,138	Nil.	$4 for year ended 30.4.1903	6¼ %	$64
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67½
Yangtsze Insurance Association, Limited.....	8,000	$100	$60	$700,000 $37,794	$486,284	$12 for 1902	9⅔ %	$130
Canton Insurance Office, Limited	10,000	$250	$50	$1,300,000 50,000	$110,551	$15 for 1902	7 %	$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,170,288	$371,110	$22½ for 1902.....	7½ %	$310 buyers
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $125,675 $2,561	$329,047	$6 dividend & $1 bonus for 1902	8 %	$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 $633,000 $149,409	$41,538	$1½ for second half-year 1903.....	10½ %	$31
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	$109 buyers
China and Manila Steamship Company, Limited.....	30,000	$50	$50	none	Dr. $63,123	$5 for 1900.....	....	$26
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,935	Nil.	$3 for year ended 30.6.1903	8½ %	$35 buyers
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$60,000 $15,093	$1,287	$1.80 & b. 40 cts $0.90 & b. 20 cts. for year ending 30.4.04	6½ % 4½ %	$36 buyers $26 buyers
Straits Steamship Company, Limited.....	5,000	$100	$100	$400,000 $ 21,675 $ 18,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903.....	8½ %	$155 buyers
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ...	4 %	21/6
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tl. 1½ for 1904	10 %	Tls. 30 ex div.
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4½.....	9½ %	Tls. 48 sellers
Do. (Preference)	100,000					Tls. 1¾ making Tls. 3½.....	7½ %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Final of $7 making $12 for 1901	...	$189
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $73,905	$3 for 1897.....	...	$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03	4½ %	Tls. 60 sales
MINING.								
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903...	...	$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-	...	$7½ sellers
	50,000	£1	£1					
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6½ sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$17,500	$425,340	$6 dividend and $1 bonus for second half year 1903	6½ %	$221 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final=Tls. 12 for year end. 30.4.04...	8½ %	Tls. 146 sales
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$1,950,000	$43,732	$6 for 2nd half year 1903	4½ %	$250
Riley Hargreaves & Co., Limited.....	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus for 1903	6½ %	$200 buyers
Do. (Preference).....	2,750					$7 dividend	6½ %	$110
Howarth Erskine, Limited	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,989 $250,000	$28,015	Final of $2½ making $5 for 1903	4½ %	$112
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903 ...	7½ %	Tls. 150 buyers
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	9½ %	Tls. 187½ sellers
New Amoy Dock Company, Limited	6,000	$62½	$62½	$55,500	$489	$1½ for 1903	4½ %	$27½
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$500,000	$51,966	Interim of $6 for 1904	8 %	$152
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7½ %	Tls. 109
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7½ %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$636	$2.60 for 1903	7½ %	$38 buyers
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Interim of $1½ for 1904	5½ %	$58½
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $10,771 $20,000	$3,161	$5 for second half-year 1903	7½ %	$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903.....	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai) ...	30,000	$25	$25	$22,500	$16,301	$2½ for year ended 30.6.30	7½ %	$34 sellers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904 ...	7½ %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei).....	9,000	Tls. 25	Tls. 25	.....	.....	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation).....	600	$20	$20	none	$4,989	$5 for the year ending 28.2.1903	12½ %	$40
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½.....	...	Tls. 40
Humphreys Estate & Finance Company, Limited ...	150,000	$10	$10	$200,607 $50,000	$99,177	90 cents for 1903	7½ %	$12¾
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12½ %	Tls. 30
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03	6¾ %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6.....	9½ %	Tls. 65 sales
Alhambra, Limited	300	$200	$200	$43,000	$57	$125 for year ending 30.6.1900	...	$150 sellers
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903	5 %	$30 sellers
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	60 cents for 1903	6 %	$10½ sellers
A. S. Watson & Co., Limited	60,000	$10	$10	$250,000 $25,000	$2,883	Final of 50 cents making $1 for 1903	7 %	$15
Watkins, Limited...	10,000	$10	$10	$4,802	$1,042	$1 for 1903.....	12½ %	$8 buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	7 %	$70
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$55,000	$1,171	80 cents for 1903	8½ %	$9½
Hongkong Electric Company, Limited	30,000	$10	$10	none	$1,747	$1.00 for year ending 30.4.1904	7 %	$15
	30,000	$10	$5			50 cents	5¾ %	$9
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£21,875	£7,387	£1 div. and 2/- bonus for 1902	...	$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3½ for 1904	9 %	Tls. 98
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	7½ %	Tls. 390
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4 ...	6 %	T.Tls. 140 sellers
Tientsin Native City Waterworks Company, Ld.....	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Final of $1½ making $3½ for 1903.....	11½ %	$30½ sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Final of $7 making $12 for year end. 29.2.04	9½ %	$130 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	7½ %	$140
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	7½ %	$48 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Interim of $4 for 1904.....	7½ %	$226 buyers
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9½ %	$160 sales
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$30,000	$4,283	$20 for year ending 30.11.1903	7½ %	$280 buyers
Dairy Farm Company, Limited	10,000	$7½	$6	$20,000	$3,029	$1½ for year ending 31.7.1903	6½ %	$20 buyers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$5,500	$596	$3 for 1903.....	8½ %	$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5½ %	$5 buyers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	90 cents	9 %	$10 ex div.
Do. (Founders')	100	$10	$10			$29.70 for year ended 31.5.1904	16½ %	$180 ex div.
Tebrau Planting Company, Limited	20,000	$5	$5	none	Dr. $42,551	None	...	$1½ buyers
Hongkong Steam Waterboat Company, Limited.....	7,500	$10	$10	none	$1,548	Interim of 70 cents	8 %	$19 buyers
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	19½ buyers
William Powell, Limited	12,000	$10	$10	none	$4,757	Interim of 50 cents for 1903/4	9½ %	$10½ buyers
Steam Laundry Company, Limited	5,000	$5	$5	none	$3,644	60 cents for year ended 31.5.04.....	10 %	$6 buyers
	10,000	$5	$3			First year	...	$3 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat.....	25,000	Gs. 100	Gs. 100	Tls. 354,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04... Second do. Tls. 10. „ 15.6.04...	13½ %	Tls. 300
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71½ buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 %	Tls. 135 sales
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Interim of $1.20 for 1904	11½ %	$22
Do. (Founders').....	123					None	...	$100
Do. (New Issue)	24,000	$15	$7½	.....	First year	Preferential of 7 per cent for 1904.....	6½ %	$8 sales
E. L. Mondon, Limited	7,500	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9½ %	Tls. 65 buyers
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9½ %	$135 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.9.1903.....	8 %	$36½ buyers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	8 %	$93 buyers
Maynard and Company, Limited.....	3,400	$10	$10	none	$803	$2 for year ended 31.10.1903	8 %	$16 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	.....	.....	First year	...	$50
South China Morning Post, Limited	6,000	$25	$25	.....	.....	First year	...	$25

Printed and Published by JOSÉ PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.